

FINAL REPORT
HISTORIC ARCHITECTURAL SURVEY OF
UNINCORPORATED AREAS OF MONROE
COUNTY, FLORIDA

Written for:

Historic Florida Keys Foundation
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and

Monroe County Department of
Planning
Marathon Government Center
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ABSTRACT

Consultant:	GAI Consultants, Inc., 618 E. South Street, Orlando, Florida 32801
Client:	Historic Florida Keys Foundation, 510 Greene Street Key West, Florida 33040 and the Monroe County Department of Planning Marathon Government Center, 2798 Overseas Highway, Marathon, Florida 33050
Scope of Services:	Conduct an Historic Architectural Survey of the Unincorporated Areas of Monroe County and an Evaluation for Listing in the National Register of Historic Places and/or as Monroe County Landmarks
Principal Investigator: Staff:	Geoffrey B. Henry, Lead Architectural Historian Jared Tuk and Renee Sobota, Field Surveyors. Mandy Gaydash, GIS Mapping
Purpose:	To identify and document the historic architectural resources in the unincorporated areas of Monroe County and provide recommendations for their historic designation and preservation.
Date(s) Conducted:	March-July 2003
Project Name: City/County/State:	Monroe County Historic Buildings Survey Monroe County, Florida
Survey Area:	All unincorporated areas of Monroe County, excluding Federal- and state- owned lands and facilities. Survey acreage is approximately 52,000.
# Surveyed Resources:	333 surveyed architectural resources: 288 newly surveyed and 45 survey updates.
Recommended Actions:	Conduct intensive survey on 37 individual historic resources, 4 districts, and 1 Multiple Property Resource and then nominate to the National Register of Historic Places and as Monroe County Landmarks. Review and revise Monroe County Historic Preservation Ordinance. Develop historic architectural design guidelines for historic districts.

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“This project has been financed in part with historic preservation grant assistance provided by the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, assisted by the Florida Historical Commission. However, the contents and opinions do not necessarily reflect the views and opinions of the Florida Department of State, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Florida Department of State.”

SECTION I ACKNOWLEDGEMENTS

This project could not have been completed without the assistance, support, and cooperation of many people in Monroe County and Florida. Special thanks go to Jack L. London-Executive Director, and George Born-Historic Preservationist of the Historic Florida Keys Foundation, and K. Marlene Conaway-Monroe County Planning Director, for initiating the Monroe County Buildings Survey. Mr. Born provided invaluable technical and professional assistance throughout the survey. Members of the Monroe County Historic Preservation Commission also provided assistance and local contact information at their meeting on 23 April 2003. Staff from the Monroe County Public Library-Key West, Islamorada, Key Largo, and Big Pine Key branches lent their expertise to the research phase. Staff from the Florida Department of State Division of Historical Resources, including Mary Rowley—Grants Coordinator, Bonnie Dearborn—Community Assistance Consultant in Delray Beach, and Dawn Creamer and Pat Gensler—Florida Master Site File, provided valuable advice during the survey fieldwork and data entry phases.

SECTION II INTRODUCTION AND PROJECT LOCATION

INTRODUCTION

The Monroe County Comprehensive Plan and Monroe County's status as a Certified Local Government (CLG) mandate that the County periodically conduct a survey of historic architectural resources. In 2002, Monroe County received an Historic Preservation Grant from the Florida Department of State-Division of Historical Resources to conduct the "Monroe County Buildings Survey," an historic architectural survey of the unincorporated areas of the County. The Monroe County Buildings Survey is intended to provide recommendations leading to possible designation of individual buildings and historic districts in unincorporated Monroe County as national and/or local historic landmarks. The County awarded the contract for the Monroe County Buildings Survey to the Historic Florida Keys Foundation (HFKF), a not-for-profit historic preservation organization headquartered in Key West, Florida. In March 2003, HFKF selected GAI Consultants, Inc. of Orlando, Florida as its subcontractor for the Monroe County Historic Buildings Survey.

PROJECT LOCATION

The Monroe County Buildings Survey project area includes the unincorporated areas of Monroe County, Florida. Monroe County, Florida's most southerly county, consists of two sections: the mainland portion bounded by Dade, Broward, and Collier Counties on its north and east, and the archipelago known collectively as the Florida Keys, extending from the Dade County line on the north to the Dry Tortugas islands on the southwest (Figure 1). The Monroe County Buildings Survey project area includes Key Largo, Long Key, Conch Key, Duck Key, Big Pine Key, No Name Key, Little Torch Key, Middle Torch key, Middle Torch Key, Big Torch Key, Ramrod Key, Summerland Key, Cudjoe Key, Sugarloaf Key, Saddlebunch Key, Boca Chica Key, Big Coppitt Key, and Stock Island.

The Monroe County Buildings Survey project area (Figure 2) excludes the following incorporated communities in Monroe County: Key West, Islamorada, Marathon, Layton, and Key Colony Beach. The project area excludes areas under Federal control, including the entire mainland portion of Monroe County which is maintained as the Everglades National Park; the Boca Chica Naval Air Station on Boca Chica Key; the Fort Jefferson National Monument; and the Carysfort Reef, American Shoals, Alligator Reef, and Sand Key Lighthouses. The survey area also excludes state-run parks at Bahia Honda, Lignumvitae Key, Curry Hammock, John Pennkamp Coral Reef, and Long Key. The 23 highway and former railroad bridges across the Florida Keys, although state-owned, are county-maintained and thus are included within this survey. The surveyed acreage is only approximate, as many of the islands contain swamp and marshland, but it is estimated that the unincorporated areas of the Florida Keys contain 52,000 acres (Wilkinson 2003a: 2).

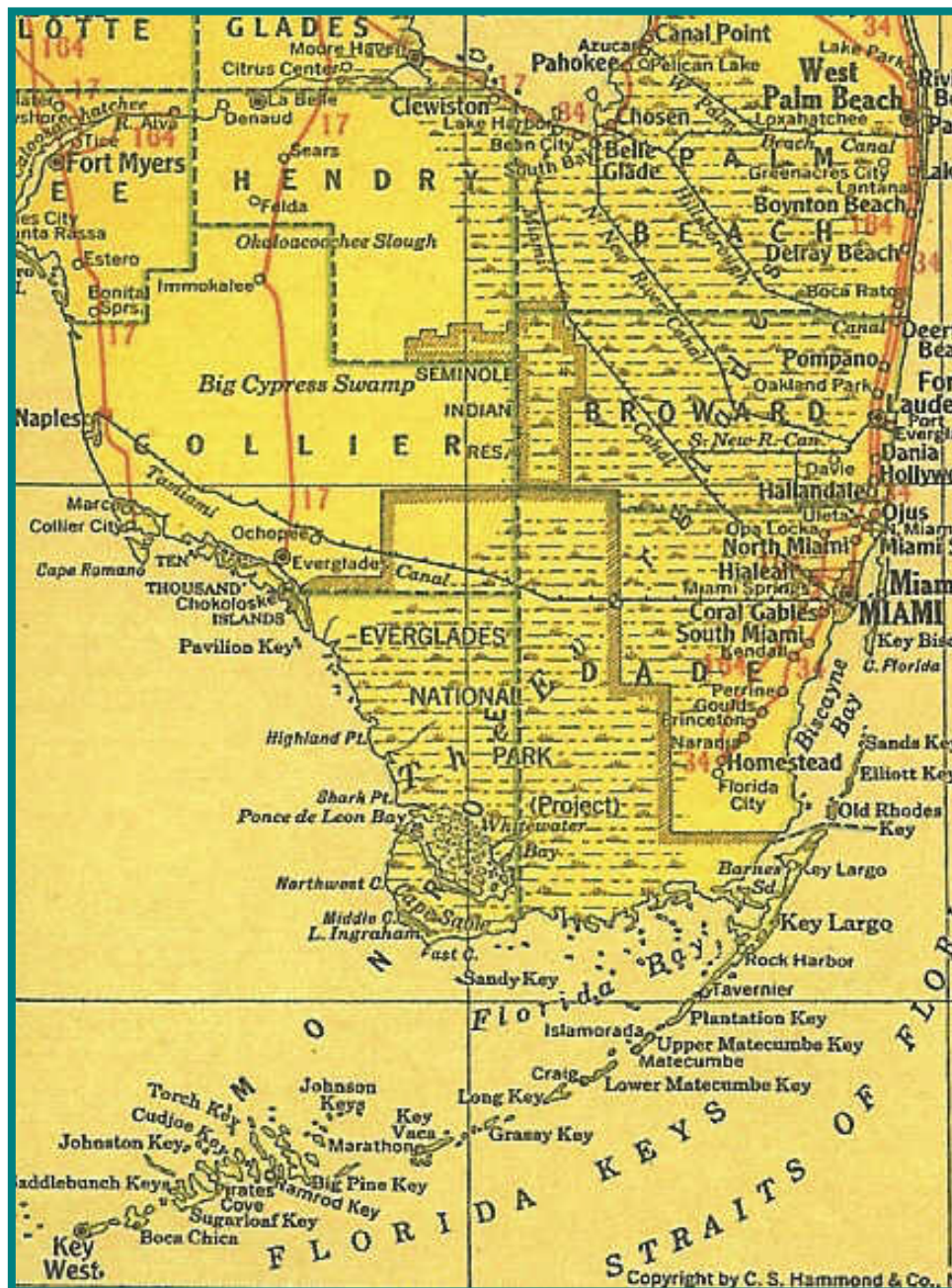


Figure 1
 Monroe County and the Florida Keys, Florida
 Source: "Florida" (American Automobile Association 2002)

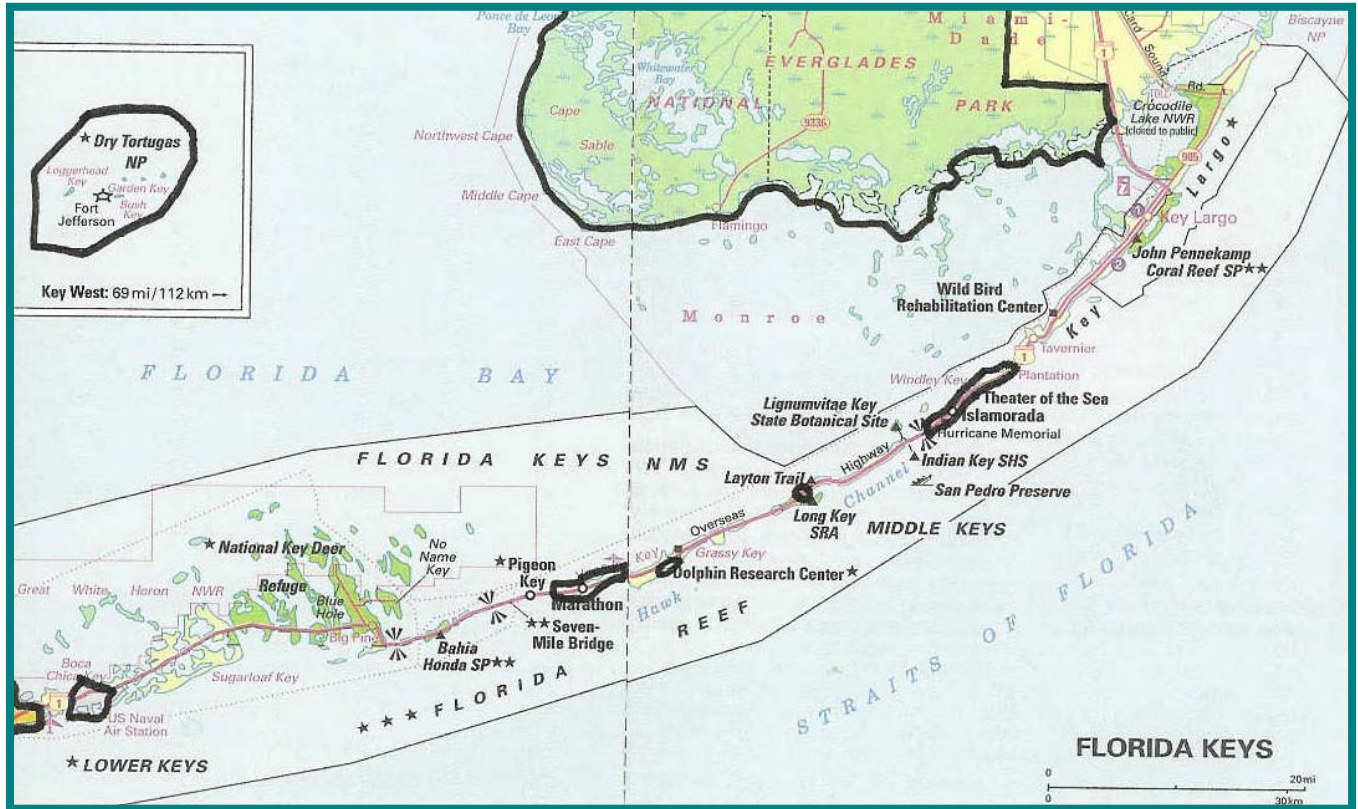


Figure 2

The Monroe County Buildings Survey Project Area Includes the Islands Known Collectively as the Florida Keys.

The Project Area Excludes the Following Areas Outlined in Black on this Map (From L to R): Dry Tortugas Islands, City of Key West, Boca Chica NAS, Marathon, Key Colony Beach, Layton, Islamorada, and the Mainland Portion of Monroe County Maintained as the Everglades National Park

Source: *Florida* (Michelin Guide Series 1999)

GEOGRAPHIC OVERVIEW

The archipelago collectively known as the Florida Keys contains about 800 keys (islands) extending more than 170 miles from Dade County to the Dry Tortugas Islands and separating the Gulf of Mexico and Florida Bay from the Atlantic Ocean. Only around forty of the Keys are currently occupied. They range in size from tiny coral atolls to Key Largo, the largest island with 22,000 acres (Wilkinson 2003a: 2). Other large islands include Big Pine Key (6,500 acres), Cudjoe Key (3,800 acres), and Boca Chica Key (3,500 acres).

Until very recently geography was the predominant influence on settlement patterns in the Florida Keys. Key West, located at the southern end of the archipelago, is its only major deep water port and has been the County's largest city since its founding in 1822. The Upper Keys (from Marathon northward) consist of an old coral reef on the edge of the peninsular plateau. The Upper Keys were once fairly fertile fruit-producing areas, but over-farming and the effects of several hurricanes have wiped out nearly all of the nineteenth-century pineapple and lime groves. The Lower Keys formerly consisted of one large limestone island, raised above the sea during the Pleistocene era and later submerged (Writers Project 1941: 327). Tangles of mangroves hold together the soil of these islands, and there is only a scant level of topsoil. The Middle Keys were historically the least occupied.

The fact of "Water, water, everywhere, but not one drop to drink" also greatly influenced habitation of the Florida Keys. There are few sources of fresh water on the islands, one of the reasons many of the islands were uninhabited or only thinly inhabited until the early 1930s. A freshwater pipeline was not built to Key West until 1942; this was enlarged to increase water flow only in 1982.

The development of efficient transportation to and between the Florida Keys in the twentieth century has greatly aided in their settlement and growth. The Florida Keys were not physically connected until the building of the Florida East Coast Railroad line in 1906-1912. Paved county roads were built in the 1920s and a system of roads and ferries (soon replaced by bridges), collectively known as the Overseas Highway (US Route 1) was in place by the late 1930s. Widened and straightened over the years, US Route 1 remains the principal transportation artery in the Florida Keys, particularly after the abandonment of rail service in 1935. US Route 1 connects with the Florida Turnpike system at Homestead and joins I-95 just south of Miami. Today, ground transportation is supplemented by commercial air service to Key West, which had its beginnings in the early 1930s.

SECTION III METHODOLOGY

INTRODUCTION

The Monroe County Buildings Survey was conducted between March 19 and July 31, 2003. The survey consisted of four phases: 1) meetings, 2) background research, 3) field survey and data entry, and 4) evaluation of surveyed resources within the study area for their eligibility for National Register and/or Monroe County landmark status.

MEETINGS

Several meetings were held in connection with this project. A kick-off meeting with Historic Florida Keys Foundation (HFKF) Historic Preservationist George Born was held on March 26, 2003 at HFKF headquarters in Key West. This meeting covered the project background, schedule, purpose and goals, and recommended research sources and local contacts. On 23 April 2003 GAI Project Manager Geoffrey Henry attended a meeting of the Monroe County Historic Preservation Commission in Big Pine Key at which he gave an overview of the survey process and survey findings to date. A follow-up meeting was held on 28 April 2003 with George Born at the HFKF office.

BACKGROUND RESEARCH

GAI conducted a search of the Florida Master Site File (FMSF) data base for previously surveyed historic resources and previous cultural resource management reports. The previous surveys in Monroe County are described more fully in Section IV.

GAI Architectural Historians conducted research on the general history and development of Monroe County and the Florida Keys. This included research conducted on previously surveyed buildings and structures, published histories of Monroe County and the Florida Keys, the web site at www.keyshistory.org written by local historian Jerry Wilkinson, newspaper and magazine articles, historic designation reports for Monroe County landmarks, historic postcards and photographs, National Register nominations for historic properties and districts in Monroe County, and historic maps and atlases of Monroe County and the Florida Keys. GAI also conducted background research on individual surveyed buildings to establish dates of construction. Dates of construction for most buildings were derived from Monroe County Tax Assessor's records. General historic research was conducted at the Monroe County Library-Key West, Islamorada, Big Pine Key, and Key Largo branches, the Monroe County courthouse in Key West, and the Geography and Map Division of the Library of Congress in Washington, DC. Local informants knowledgeable about the history and architecture of the Florida Keys were also consulted during the research and survey phases.

FIELD SURVEY AND DATA ENTRY

GAI conducted the field survey phase of this project between April and May 2003. The list of pre-1953 buildings (with street addresses) generated by the Monroe County Tax Assessor's Office and the list of previously surveyed historic resources served as the basis for the field survey. The GIS map locations of previously surveyed resources were obtained from the FMSF staff.

The field survey was conducted in two teams of two people each—Geoffrey Henry/Mandy Gaydash and Jared Tuk/Renee Sobota—working from opposite ends of the survey area. The fieldwork phase involved the documentation of architectural resources in the unincorporated Monroe County survey area (288 newly surveyed buildings and 45 survey updates). These resources, including the primary buildings and any contributing outbuildings, were photographed and recorded on Florida Master Site File (FMSF) Forms and entered into the *SmartForm* database program. The architectural styles, features and settings of these historic resources were recorded, and any major changes or alterations to the resources were noted and photographed. According to the specifications of the Request for Proposals for this contract, copies of the completed FMSF forms and supporting materials were submitted to the Islamorada branch of the Monroe County Library, the Monroe County Department of Planning, the Tavernier Historic Group Inc., the Historic Florida Keys Foundation, and the Florida SHPO.

EVALUATION

An important project goal was to evaluate the historic resources in the unincorporated areas of Monroe County for eligibility for listing in the National Register of Historic Places (NRHP), either individually or as part of one or more historic districts. This evaluation was based on the information collected during the GAI survey, the National Register Criteria (Appendix A), and *National Register Bulletin 15-How to Apply the National Register Criteria for Evaluation*.

GAI also evaluated the surveyed buildings for eligibility as Monroe County historic landmarks, both individually or as part of an historic district, according to the guidelines and criteria set forth in the Monroe County Preservation Ordinance, (Chapter 9.5, Article VIII of the Monroe County Code)(Appendix B).

PERSONNEL

Staff for the Monroe County Buildings Survey project included GAI Project Manager and Lead Architectural Historian Geoffrey B. Henry, Architectural Historian Jared N. Tuk, Field Surveyor Andrea R. Sobota, GIS Specialist Mandy Gaydash, and Technical Editor Lynda M. Shirley.

SECTION IV PREVIOUS CULTURAL RESOURCE SURVEYS: NATIONAL REGISTER- AND MONROE COUNTY LISTED LANDMARKS IN MONROE COUNTY

PREVIOUS CULTURAL RESOURCES SURVEYS IN THE SURVEY AREA

GAI conducted a search of previous historic architectural and archeological surveys conducted in the unincorporated areas of Monroe County. At least six known previous cultural resource surveys have been conducted within portions of the 2003 Monroe County Buildings Survey project area:

- In 1983, the Historic Key West Preservation Board conducted a reconnaissance-level architectural survey of buildings located within the Tavernier community, on the east side of Overseas Highway (US Route 1) on Key Largo. Florida Master Site File (FMSF) Forms were completed for 30 buildings in Tavernier. The buildings were photographed and assigned FMSF numbers MO-01982 through MO-02012.
- In 1985, Dr. Robert Carr conducted a Phase I archeological investigation and windshield survey of architectural resources of Key Largo. Architectural resources were not individually surveyed and no FMSF numbers were assigned during this survey. Findings of the Carr survey are contained in *An Archeological, Historical, and Architectural Survey of Key Largo, Monroe County, Florida*. (1985: Archeological and Historical Conservancy, Inc. Miami, Florida).
- In 1987, Archeological and Historical Conservancy of Miami conducted a Phase I archeological survey and windshield architectural survey of the Middle Keys, south of Tavernier Creek. The architectural survey identified 38 buildings, the majority of which were located in Islamorada. No FMSF forms were completed and FMSF numbers were not assigned to the surveyed resources. Findings and recommendations of this survey are contained in *An Architectural, Historical, and Archeological Survey of the Middle Keys, Monroe County, Florida* (1987 Interim Report by the Archeological and Historical Conservancy Inc.). The report recommended conducting further historic research on the surveyed historic resources and possible designation as National Register and Monroe County historic landmarks.
- In 1988, the 1987 architectural survey was expanded to include Key Largo as well as the Lower Keys, excluding Key West and other incorporated areas. Project architect Ivan Rodriguez surveyed and evaluated 112 buildings and sites. Although these resources were photographed, no FMSF forms were completed during this survey. Subsequently, 3 resources were assigned FMSF numbers. The survey findings and recommendations are contained in *An Assessment of the Archeological and Historic Resources of the Florida Keys, Monroe County-Appendix B Architectural Survey of the Florida Keys*. (1988: Archeological and Historical Conservancy, Inc. Miami, Florida)

- In 1995, Janus Research, Inc. of St. Petersburg, Florida completed FMSF forms for two historic resources: the Jewfish Creek Bridge (MO-1469) and Spanish Harbor Bridge Rest Stop (MO-1484).

Table 1 lists the 45 previously surveyed architectural resources in unincorporated Monroe County assigned FMSF numbers. GAI completed survey updates on these buildings and structures during the 2003 Monroe County Buildings Survey, re-photographed them, and incorporated them into the GIS map data base.

Table 1
Previously Surveyed Historic Resources in Unincorporated Monroe County
 Resources in **Bold** are listed in the National Register of Historic Places
 Resources in *Italics* are designated Monroe County landmarks

MSF Number	Name	Address
MO-0228	Bat Tower	Perky Road, Sugarloaf Key
MO-1229	Long Key Bridge (also Monroe County landmark)	Overseas Highway, Long Key
MO-1230	Knight's Key (7-Mile) Bridge (also Monroe County landmark)	Overseas Highway, Knight Key
MO-1231	Bahia Honda Bridge (also Monroe County landmark)	Overseas Highway, Bahia Honda Key
MO-1260	Pigeon Key Historic District (also Monroe County landmark)	Pigeon Key
MO-1302	"African Queen"	99701 Overseas Highway, Key Largo
MO-1469	Jewfish Creek Bridge	US Route 1 over Atlantic Intracoastal Waterway
MO-1470	FEC Railroad Bridge Abutment	US Route 1 at Jewfish Creek
MO-1484	Spanish Harbor Rest Stop	Overseas Highway
MO-1485	Water Metering Station	Overseas Highway, Big Pine Key

MSF Number	Name	Address
MO-1982	Methodist Parsonage	148 Atlantic Circle Drive, Tavernier
MO-1983	166 Atlantic Circle Drive	166 Atlantic Circle Drive, Tavernier
MO-1984	O. M. Woods House	189 Beach Drive, Tavernier
MO-1985	Station Master's House	198 Beach Street, Tavernier
MO-1986	Geiger Packing House	105 Coconut Row, Tavernier
MO-1987	129 Coconut Row	129 Coconut Row, Tavernier
MO-1988	110 Lowe Street	110 Lowe Street, Tavernier
MO-1989	114 Lowe Street	114 Lowe Street, Tavernier
MO-1990	180 Lowe Street	180 Lowe Street, Tavernier
MO-1991	181 Lowe Street	181 Lowe Street, Tavernier
MO-1992	Red Cross House	184 Lowe Street, Tavernier
MO-1993	Alice Lowe House	224 Ocean Trail, Tavernier
MO-1994	131 Ocean View Drive	131 Ocean View Drive, Tavernier
MO-1995	<i>Tavernier Methodist Church</i>	<i>91701 Overseas Highway, Tavernier</i>
MO-1996	<i>Tavernier Hotel</i>	<i>91865 Overseas Highway, Tavernier</i>
MO-1997	<i>Merlin Albury House</i>	<i>91931 Overseas Highway, Tavernier</i>

MSF Number	Name	Address
MO-1998	Old Tavernier Post Office	91951 Overseas Highway, Tavernier
MO-1999	Willard Albury House	91991 Overseas Highway, Tavernier
MO-2000	J. V. Albury House	92001 Overseas Highway, Tavernier
MO-2001	118 Sunrise Drive	118 Sunrise Drive, Tavernier
MO-2002	120 Sunrise Drive	120 Sunrise Drive, Tavernier
MO-2003	<i>Allen House</i>	<i>129-133 Sunrise Drive, Tavernier</i>
MO-2004	Cliff Carpenter House	114 Sunrise Drive, Tavernier
MO-2005	Cliff Carpenter Shed	Rear of 114 Sunrise Drive, Tavernier
MO-2006	256 Tarpon Drive	256 Tarpon Drive, Tavernier
MO-2007	114 Tavernier Drive	114 Tavernier Drive, Tavernier
MO-2008	<i>120 Tavernier Drive</i>	<i>120 Tavernier Drive, Tavernier</i>
MO-2009	<i>Charles Albury House</i>	<i>132 Tavernier Drive, Tavernier</i>
MO-2010	<i>Wilkinson House</i>	<i>159 Tavernier Trail, Tavernier</i>
MO-2011	<i>136 Tavernier Drive</i>	<i>136 Tavernier Drive, Tavernier</i>
MO-2012	<i>Woods House</i>	<i>140 Tavernier Drive, Tavernier</i>
MO-2083	Sawyer House	Mile marker 98.3, Key Largo

MSF Number	Name	Address
MO-2084	Old Key Largo School/Moose Lodge	Mile Marker 99, Overseas Highway, Key Largo
MO-2085	Allen Chapel	Burlington Street, Key Largo
MO-3476	Channel Two Viaduct	Overseas Highway

NATIONAL REGISTER-LISTED RESOURCES IN MONROE COUNTY

There are four historic above-ground resources in unincorporated Monroe County listed in the National Register of Historic Places¹. These resources are described below and are listed in Table 2 by name, address, construction date, and date in which they were listed in the National Register.

“African Queen” (MO-1302) 99701 Overseas Highway, Key Largo. The “African Queen” is a 30-foot open-hulled steam launch built ca. 1912 in England. Used on the rivers of Central Africa during its working life, the boat gained immortality after its use in the 1951 film “The African Queen” starring Humphrey Bogart and Katherine Hepburn. The “African Queen” was moved to Key Largo in 1992.

Overseas Highway and Railway Bridges (MO-1329 through 1331), US Route 1. These three bridges—Bahia Honda Bridge, Long Key Viaduct and Bridge, and the Knight’s Key (Seven-Mile) Bridge—were built between 1909 and 1912 in connection with the Key West Extension of the Florida East Coast Railway. Abandoned by the railroad following the 1935 hurricane, they were converted for vehicular use and incorporated into the Overseas Highway, also known as US Route 1, after 1938.

Bat Tower (MO-0028). Sugarloaf Key. This Frame Vernacular tower was built in 1929 by Richter Clyde Perky, a local fishing-camp owner. Richter had heard of bats’ voracious appetite for mosquitoes and built this tower to house a group of bats he brought to this location to control the mosquito population. Legend has it that the bats promptly flew away, and the tower has remained vacant ever since.

Pigeon Key Historic District (MO-1260). Pigeon Key. This collection of 17 Frame Vernacular and Masonry Vernacular buildings on Pigeon Key was built before 1912 as a base camp for workers employed by the Florida East Coast Railway during the construction of the Key West extension of the railroad. The complex includes workers’

¹ Three federally-owned facilities in Monroe County: the Carysfort Reef and Sand Key Lighthouses and Fort Jefferson National Historic Landmark, and one state-owned facility: Lignumvitae Historic and Archeological District are also listed in the National Register of Historic Places. There are numerous archeological resources in Monroe County, among them the John Pennekamp Coral Reef State Park and the Indian Key Historic District, that are also listed in the National Register.

housing, a kitchen/mess hall, and other buildings. Now operated as a museum, Pigeon Key illustrates the hard, lonely life of FEC railroad workers who built many of the massive railroad bridges and viaducts in the Florida Keys.

Table 2
Historic Resources in Unincorporated Monroe County
Listed in the National Register of Historic Places

Name	Location	Construction Date	Date Listed in the NRHP
"African Queen"	99701 Overseas Highway, Key Largo	Ca. 1912	1992
Overseas Highway and Railway Bridges (3)	US Route 1	1909-1912	1979
Bat Tower	Perky Road, Sugarloaf Key	1929	1982
Pigeon Key Historic District	Pigeon Key	Before 1912	1990

MONROE COUNTY HISTORIC LANDMARKS

Pursuant to Chapter 9.5, Article VIII of the Monroe County Code, the Monroe County Commission has designated 24 properties in Monroe County as Monroe County Historic Sites. Table 3 lists the locally designated historic sites in Monroe County by name, address, Real Estate (RE) number, Florida Master Site File (FMSF) number, and year designated.

Table 3
Monroe County Historic Landmarks
(Source: Monroe County Department of Planning)

NAME	ADDRESS	RE NUMBER	MSF NUMBER	DESIGNATED
Key Largo Angler's Club	50 Clubhouse Rd.	0080020-000300	MO-3682	1993
"Yachtel"	C2, Ocean Reef	81720-0003000	N/A	2000
Woods House	140 Tavernier Drive, Tavernier	555830-000000	MO-2012	1996
Roberts House	140 Sunrise Drive, Tavernier	506330-000000	MO-3633	1996

NAME	ADDRESS	RE NUMBER	MSF NUMBER	DESIGNATED
Old Tavern Tea Room	91861 Overseas Highway, Tavernier	555620-000000	MO-3626	1996
Tavernier Hotel	991865 Overseas Highway, Tavernier	555610-000000	MO-1996	1996
Standard Oil Gas Station	91871 Overseas Highway, Tavernier	555590-000000	MO-3627	1996
Copper Kettle	91875 Overseas Highway, Tavernier	555580-000000	MO-3625	1996
Allen House	133 Sunrise Drive, Tavernier	506000-000000	MO-2003	1996
Pinder Albury House	132 Tavernier Drive, Tavernier	555850-000000	MO-2009	1997
Merlin Albury House	91731 Overseas Highway, Tavernier	556190-000000	MO-1997	1997
Tavernier Methodist Church	91701 Overseas Highway, Tavernier	00556190-000000	MO-1995	1997
136 Tavernier Drive	136 Tavernier Drive, Tavernier	55840-000000	MO-2011	1997
Lowe House	91770 Overseas Highway, Tavernier	566040-000000	MO-3648	1997
181 Coconut Row	181 Coconut Row, Tavernier	566040-000000	MO-1987	1997
Wilkinson House	159 Tavernier Trail, Tavernier	506830-000000	MO-2010	1997
122 Lowe Street	122 Lowe Street, Tavernier	566160-000000	MO-1989	1997
120 Tavernier Drive	120 Tavernier Drive, Tavernier	55890-000000	MO-2008	1997
Old Tavernier School	148 Georgia Street, Tavernier	479000-000000	MO-3652	2000
Indian Key Archeological District	Indian Key	00097320-000000	N/A	1996
Lignumvitae Key Historic District	Lignumvitae Key	00097130-000000	N/A	1996

NAME	ADDRESS	RE NUMBER	MSF NUMBER	DESIGNATED
Hodgman House	469 South Conch Avenue, Conch Key	0038584-00000	MO-3711	1996
Pigeon Key Historic District	Pigeon Key	00106120-000000	MO-1260	1993
Overseas Railroad Bridges and Viaducts	Long Key Bridge, 7-Mile Bridge, Bahia Honda Bridge	No RE numbers	MO-1229, 1230, and 1231	1992

SECTION V SURVEY FINDINGS

ARCHITECTURAL STYLES IN THE MONROE COUNTY SURVEY AREA

Frame Vernacular architecture constitutes the majority (172 buildings) of historic resources surveyed in the Monroe Buildings Survey project area. Features of this building type include hip or gable roofs; a main entrance on either the gable end or long façade; and open or screened front porches with a hipped or gable roof (right). Many Frame Vernacular houses stand on raised masonry (concrete block or coral) basements or piers, or in some cases wooden stilts. Craftsman-inspired details include exposed rafter tails and knee braces at the house corners or below porch roofs. Frame Vernacular houses were originally sided with weatherboard or German siding, although many have since been re-sided with asbestos shingles or aluminum and/or vinyl siding. Frame Vernacular houses were built in Monroe County beginning in the nineteenth century, but those remaining mostly postdate 1900. Frame Vernacular houses continue to be built today in Monroe County.



There were 110 *Masonry Vernacular* buildings surveyed in Monroe County. Masonry construction was not much used in Monroe County before 1900, except for building foundations. Beginning in the early 1900s Masonry Vernacular houses were constructed of rough- or smooth-faced concrete block. For a brief period after the 1935 Hurricane, the WPA and the Red Cross sponsored the construction of reinforced-concrete houses with metal tie rods and metal-framed windows. After World War II, cinder block was used most frequently. Masonry Vernacular houses were finished with a variety of building materials, including stucco, tile, brick veneer, or stone veneer. Houses after 1940 often feature a cut-out vent with decorative ship or palm design on the gable end (left). Masonry Vernacular commercial buildings often have some decorative details below the cornice, but are otherwise typically quite plain.

Coral rock, locally quarried and cut, is a distinctive building material throughout the Florida Keys. Although its use for an entire building is rare (the Caribbean Club on Overseas Highway, seen at right), coral rock is often used for building foundations, rock walls, or as edging along a gable end.



RESOURCE TYPES IN THE MONROE COUNTY SURVEY AREA

Outside of Key West (and Indian Key in the 1830s-1840s), Monroe County was thinly settled before 1900 and consisted mostly of widely scattered agricultural complexes with a main farm house. The 1935 Hurricane obliterated nearly all of these farm

complexes, as well as such buildings as churches, schools, and post offices that served the few communities such as Planter, Rock Harbor and Matecumbe in the unincorporated areas of the county. Also destroyed were several fishing camps and lodges built for wealthy tourists following completion of the Florida East Coast Railroad through the Florida Keys in 1912. What remains from the early 1900 to 1935 period is most residential buildings, either of Frame Vernacular or Masonry Vernacular construction. A particularly cohesive grouping of Monroe County residential architecture from this period is found in Tavernier.

Commercial buildings, consisting mostly of stores, restaurants/diners, and hotels were built in Monroe County following the construction of the Overseas Highway in the 1930s and served tourists traveling by automobile. Typically one or two stories high and with minimal decorative detail, these buildings are usually Frame Vernacular or Masonry Vernacular.

The Florida East Coast (FEC) Railway bridges built between 1909 and 1912 and the concrete highway bridges built as part of the Overseas Highway in the late 1930s and



early 1940s (left) constitute an important architectural resource in Monroe County. Coral rock highway rest stops were built in the 1930s at the base of two of these bridges. The FEC railroad bridges were retrofitted for vehicular use after the abandonment of the railroad line in 1935; there are virtually no other railroad-related resources left in unincorporated Monroe County.

Only a scattering of other historic building types were identified during the 2003 survey. There are two historic churches and three historic school buildings in the survey area. Other building types include a dog racing facility, a highway maintenance building, and the Bat Tower (built to house bats that were brought in to eradicate mosquitoes).

SURVEYED RESOURCES IN UNINCORPORATED MONROE COUNTY

GAI surveyed 333 architectural resources in the unincorporated areas of Monroe County between April and May 2003. This number includes 288 newly identified resources and survey updates for the 45 previously surveyed resources listed in Table 1. Table 4 lists the 333 historic resources surveyed by GAI during the 2003 survey of the unincorporated areas of Monroe County. Each entry includes the FMSF number, name, address, architectural style, the key on which it is located, and its date of construction (construction dates are derived from historical sources or from the Monroe County tax Assessor's Office). Architectural style abbreviations include FV (Frame Vernacular), MV (Masonry Vernacular), IN (International Style), and MT (Minimal Traditional). Resources highlighted in **Bold** are listed in the National Register. Resources highlighted in *Italics* are recommended eligible for listing in the National Register and as a Monroe County landmark, either individually, or as part of an historic district or multiple property submission. The National Register- and Monroe County-eligible landmarks also are listed separately in Section VII.

Table 4
Surveyed Historic Resources in the Unincorporated Areas of Monroe County
National Register-listed Resources are in **Bold**
National Register and/or locally-eligible Resources
are in *Italics*

MSF No	Name	#	Address	Style	Key	Date of Const
MO00228	Bat Tower		Perky Road, Sugarloaf Key	FV	Sugarloaf	1929
MO01229	Long Key Bridge		Overseas Highway, Long Key	N/A	Long Key	1906-1908
MO01230	Knight's Key (7-Mile) Bridge		Overseas Highway, Knight Key	N/A	Knight	1909-1912
MO01231	Bahia Honda Bridge		Overseas Highway, Bahia Honda Key	N/A	Bahia Honda	1909-1912
MO01260	Pigeon Key Historic District (see also MO03724 through 3731)		Pigeon Key	N/A	Pigeon Key	1905-1912
MO01302	"African Queen"	99701	Overseas Highway, Key Largo	N/A	Key Largo	1912
MO01469	Jewfish Creek Bridge		US Route 1 over Atlantic Intracoastal Waterway	N/A	Key Largo	1948
MO01483	Knight's Key Bridge Rest Stop	MM47	Overseas Highway	MV	Knight's Key	1940
MO01484	Spanish Harbor Channel Bridge		Overseas Hwy	N/A	Spanish Harbor	1909-1912
MO01485	Water Metering Station		Overseas Hwy, Big Pine Key	AM	Big Pine Key	1941
MO01982	Methodist Parsonage	148	Atlantic Circle Dr, Tavernier	FV	Key Largo	1934
MO01983	166 Atlantic Circle Drive	166	Atlantic Circle Dr, Tavernier	FV	Key Largo	1932
MO01984	O. M. Woods House	189	Beach Drive, Tavernier	FV	Key Largo	1931
MO01985	Station Master's House	198	Beach Street, Tavernier	FV	Key Largo	1935
MO01986	Geiger Packing House	105	Coconut Row, Tavernier Also known as 91495 Overseas Highway	FV	Key Largo	1919
MO01987	129 Coconut Row	129	Coconut Row, Tavernier	FV	Key Largo	1935
MO01988	110 Lowe Street	110	Lowe Street, Tavernier	FV	Key Largo	Pre-1935
MO01989	114 Lowe Street	114	Lowe Street, Tavernier	FV	Key Largo	Ca. 1935
MO01990	180 Lowe Street	180	Lowe Street, Tavernier	FV	Key Largo	Pre-1935
MO01991	181 Lowe Street	181	Lowe Street, Tavernier	FV	Key Largo	Pre-1935
MO01992	Red Cross House	184	Lowe Street, Tavernier	FV	Key Largo	1935-1936
MO01993	Alice Lowe House	224	Ocean Trl, Tavernier	FV	Key Largo	1935-1936
MO01994	131 Ocean View Drive	131	Ocean View Drive, Tavernier	FV	Key Largo	1928-1938
MO01995	Tavernier Methodist Church	91701	Overseas Hwy, Tavernier	FV	Key Largo	1936
MO01996	Tavernier Hotel	91865	Overseas Hwy, Tavernier	FV	Key Largo	1932

MSF No	Name	#	Address	Style	Key	Date of Const
MO01997	Merlin Albury House	91931	Overseas Hwy, Tavernier	FV	Key Largo	1928
MO01998	Old Tavernier Post Office	91951	Overseas Hwy, Tavernier	FV	Key Largo	1926
MO01999	Willard Albury House	91991	Overseas Hwy, Tavernier	FV	Key Largo	1922
MO02000	J. V. Albury House	92001	Overseas Hwy, Tavernier	FV	Key Largo	1923
MO02001	118 Sunrise Drive	118	Sunrise Drive, Tavernier	FV	Key Largo	1930-1938
MO02002	120 Sunrise Drive	120	Sunrise Drive, Tavernier	FV	Key Largo	1932
MO02003	Allen House	133	Sunrise Drive, Tavernier	FV	Key Largo	1938
MO02004	Cliff Carpenter House	114	Sunrise Drive, Tavernier	FV	Key Largo	1931
MO02005	Cliff Carpenter Shed	114	Sunrise Drive, Tavernier	FV	Key Largo	1945
MO02006	256 Tarpon Drive	256	Tarpon Drive, Tavernier	FV	Key Largo	1940
MO02007	114 Tavernier Drive	114	Tavernier Drive, Tavernier	FV	Key Largo	1934
MO02008	120 Tavernier Drive	120	Tavernier Drive, Tavernier	FV	Key Largo	1929
MO02009	Charles Albury House	132	Tavernier Drive Tavernier	FV	Key Largo	1922-1928
MO02010	Wilkinson House	159	Tavernier Trail, Tavernier	FV	Key Largo	1939
MO02011	136 Tavernier Drive	136	Tavernier Drive, Tavernier	FV	Key Largo	1939
MO02012	Woods House	140	Tavernier Drive, Tavernier	FV	Key Largo	1934
MO02083	Sawyer House	MM98	Overseas Hwy	FV	Key Largo	1923
MO02084	Old Key Largo School and Moose Lodge	MM99	Overseas Highway	MV	Key Largo	1920s
MO02085	Allen Chapel		Burlington Street	FV	Key Largo	1925
MO02086	Demolished		Loquat Drive	FV	Key Largo	Demolished
MO02708	Veteran's Memorial Park	MM40	Overseas Highway	MV	Little Duck	c. 1948
MO03476	Channel Two Viaduct		Overseas Highway	N/A	Lower Matecumbe	1909
MO03625	Copper Kettle Restaurant	91875	Overseas Highway Tavernier	MV	Tavernier	1930
MO03626	Old Tavern Tea Room	91861	Overseas Highway Tavernier	MV	Key Largo	1932
MO03627	Old Standard Oil Gas Station	MM91	Overseas Highway Tavernier	FV	Key Largo	1930
MO03628		143	Atlantic Circle Dr Tavernier	MV	Key Largo	1950
MO03629		186	Atlantic Circle Dr Tavernier	FV	Key Largo	1944
MO03630		190	Atlantic Circle Dr Tavernier	FV	Key Largo	1935
MO03631		128	Tavernier Drive Tavernier	FV	Key Largo	1934
MO03632		126	Tavernier Drive Tavernier	FV	Key Largo	1928
MO03633	Roberts House	140	Sunrise Dr Tavernier	FV	Key Largo	1934
MO03634		162	Sunrise Dr Tavernier	MV	Key Largo	1948
MO03635		149	Sunrise Dr Tavernier	FV	Key Largo	1938
MO03636	Number not assigned					

MSF No	Name	#	Address	Style	Key	Date of Const
MO03637		122	Lowe Street Tavernier	FV	Key Largo	1948
MO03638		124	Lowe Street Tavernier	FV	Key Largo	1943
MO03639		130	Lowe Street Tavernier	FV	Key Largo	1948
MO03640		157	Lowe Street Tavernier	FV	Key Largo	1935
MO03641		185	Lowe Street Tavernier	FV	Key Largo	1938
MO03642		195	Lowe Street Tavernier	FV	Key Largo	1950
MO03643		178	Beach Road Tavernier	FV	Key Largo	1941
MO03644		181	Coconut Row Tavernier	FV	Key Largo	1930
MO03645		115	Coconut Row Tavernier	FV	Key Largo	1948
MO03646		308	Tavernier St Tavernier	FV	Key Largo	c. 1944
MO03647		321	Tavernier St Tavernier	FV	Key Largo	1948
MO03648	Lowe House	91770	Overseas Hwy Tavernier	FV	Key Largo	1930
MO03649		162	Jo Jean Drive Tavernier	FV	Key Largo	1950
MO03650		192	Harbor View Drive Tavernier	FV	Key Largo	1951
MO03651		140	Sterling Street Tavernier	FV	Key Largo	1930
MO03652	Old Tavernier School	148	Georgia Avenue Tavernier	MV	Key Largo	1936
MO03653		130	Sterling Street Tavernier	FV	Key Largo	1930
MO03654		149	Sterling Street Tavernier	FV	Key Largo	1934
MO03655		91461	Overseas Highway	MV	Key Largo	1948
MO03656		92101	Overseas Highway	FV	Key Largo	1930
MO03657		94400	Overseas Highway	FV	Key Largo	1945
MO03658		97260	Overseas Highway	MV	Key Largo	1949
MO03659		MM 97.8	Overseas Highway	FV	Key Largo	1935
MO03660	Seatrail Motel	98620	Overseas Highway	FV	Key Largo	1948
MO03661	Key Largo Ranger Station	MM98.9	Overseas Highway	FV	Key Largo	1940
MO03662		99330	Overseas Highway	FV	Key Largo	1930
MO03663		99314	Overseas Highway	FV	Key Largo	1935
MO03664		80	East 2nd Street	FV	Tavernier	1944
MO03665		104	Palmetto Street	FV	Tavernier	1944
MO03666		15	Seaside Avenue	FV	Tavernier	1950
MO03667		113	North Bay Harbor Road	FV	Key Largo	1951
MO03668		150	South Bayview Drive	MV	Key Largo	1949
MO03669		239	South Bay Harbor Drive	IN	Key Largo	1951
MO03670		116	South Coco Plum Drive	MT	Key Largo	1944
MO03671		126	Harbor Drive	FV	Key Largo	1948
MO03672		145	Harbor Drive	IN	Key Largo	1948
MO03673		16	Seagate Road	FV	Key Largo	1957
MO03674		4	Coral Drive	MT	Key Largo	1948
MO03675		139	Bayview Drive	FV	Key Largo	1948
MO03676	Dorothy Lester House	138	Bayview Drive	FV	Key Largo	1930
MO03677		136	Bayview Drive	IN	Key Largo	1950
MO03678		462	Sunset Drive	FV	Key Largo	1949
MO03679	Ray Warner Real Estate	99550	Overseas Highway	FV	Key Largo	1935
MO03680		107	Jasmine Drive	FV	Key Largo	1951
MO03681		88	Coconut Drive	IN	Key Largo	1948

MSF No	Name	#	Address	Style	Key	Date of Const
MO03682	Key Largo Angler's Club	50	Clubhouse Road	MV	Key Largo	1912
MO03683		6	Coral Way	IN	Key Largo	1949
MO03684		2	Paradise Drive	MT	Key Largo	1949
MO03685		19	Coral Way	FV	Key Largo	1948
MO03686		17	Tarpon Avenue	FV	Key Largo	1950
MO03687		28	Tarpon Drive	FV	Key Largo	1950
MO03688		40	Marlin Avenue	FV	Key Largo	1948
MO03689		16	Marlin Avenue	MV	Key Largo	1948
MO03690		12	Marlin Avenue	FV	Key Largo	1948
MO03691	Caribbean Club	104504	Overseas Highway	MV	Key Largo	1927
MO03692	Key Largo Lodge	55	Oceana Drive	Gothic Revival	Key Largo	1924
MO03693		815	Oceana Avenue	MV	Key Largo	1949
MO03694		811	Oceana Road	FV	Key Largo	1948
MO03695		808	Oceana Road	FV	Key Largo	1950
MO03696		804	Oceana Road	FV	Key Largo	1948
MO03697		24	Oceana Road	FV	Key Largo	1939
MO03698		17	Transylvania Avenue	FV	Key Largo	1943
MO03699		35	Transylvania Avenue	FV	Key Largo	1940
MO03700		39	Transylvania Avenue	FV	Key Largo	1940
MO03701		35	Seaview Avenue	FV	Conch Key	1948
MO03702		44	Seaview Avenue	FV	Conch Key	1943
MO03703		55	Seaview Avenue	FV	Conch Key	1945
MO03704		85	Seaview Avenue	FV	Conch Key	1951
MO03705		42	North Conch Avenue	FV	Conch Key	1948
MO03706		52	North Conch Avenue	FV	Conch Key	1949
MO03707		63	North Conch Avenue	FV	Conch Key	1949
MO03708		73	North Conch Avenue	FV	Conch Key	1933
MO03709		97	North Conch Avenue	Box	Conch Key	1947
MO03710		120	West Conch Avenue	FV	Conch Key	1938
MO03711	Hodgeman House	81	South Conch Avenue	FV	Conch Key	1938
MO03712		61	South Conch Avenue	Bungalow	Conch Key	1935
MO03713		30	South Conch Avenue	FV	Conch Key	1948
MO03714		20	South Conch Avenue	FV	Conch Key	1947
MO03715		165	Tavernier Trail Tavernier	FV	Tavernier	1930
MO03716		153	Tavernier Trail Tavernier	FV	Tavernier	1940
MO03717		141	Sunrise Dr, Tavernier	FV	Tavernier	1935
MO03718		139	Coconut Row Tavernier	FV	Tavernier	1935
MO03719		125	Coconut Row Tavernier	FV	Tavernier	1938
MO03720		194	Guava Avenue	FV	Grassy Key	c1950
MO03721		266	Tropical Avenue	FV	Grassy Key	c1950
MO03722		286	Tropical Avenue	MV	Grassy Key	c1950
MO03723		57537	Goodley Street	MV	Grassy Key	c1950
MO03724	Section Gang's Quarter/ Main Dining Hall		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1909

MSF No	Name	#	Address	Style	Key	Date of Const
MO03725	Commissary		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1912
MO03726	Honeymoon Cottage		No Address-Part of Pigeon Key Historic District	MT	Pigeon Key	1952
MO03727	Bridge Tender's House		No Address-Part of Pigeon Key Historic District	Bungalow	Pigeon Key	1912
MO03728	Assistant Bridge Tender's House		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1912
MO03729	Paint Foreman's House		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1907
MO03730	Assistant Paint Foreman's House		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1920
MO03731	Bridge Foreman's House		No Address-Part of Pigeon Key Historic District	FV	Pigeon Key	1916
MO03732	Spanish Harbor Bridge Rest Area		Overseas Highway	MV	Spanish Harbor	C 1940
MO03733		31131	Avenue D	FV	Big Pine	c1930
MO03734		31336	Avenue E	FV	Big Pine	c1940
MO03735	Tackle and Bait Shop	1791	Bogie Drive	FV	Big Pine	1948
MO03736		30371	Poinciana Road	FV	Big Pine	1938
MO03737		30457	Palm Drive	FV	Big Pine	c1940
MO03738		30423	Oleander Boulevard	MV	Big Pine	1938
MO03739		30434	Oleander Boulevard	FV	Big Pine	1933
MO03740		30458	Oleander Boulevard	FV	Big Pine	1928
MO03741		423	Barry Avenue	FV	Little Torch	c1940
MO03742		433	Barry Avenue	FV	Little Torch	1938
MO03743		580	Barry Avenue	Quonset	Little Torch	c1955
MO03744		1257	Warner Road	FV	Little Torch	1937
MO03745		1269	Mills Road	FV	Little Torch	1948
MO03746		1263	Mills Road	FV	Little Torch	c1940
MO03747		26936	Shanahan Road	FV	Ramrod Key	1938
MO03749		24915	Horace Street	IN	Summerland	c1950
MO03748		24945	Center Street	MV	Summerland	c1950
MO03750		25063	Center Street	MV	Summerland	c1950
MO03751		13	Center Street	FV	Summerland	c1950
MO03752			Horace and Center Street	FV	Summerland	c1940
MO03753	Restaurant & Fish Market	MM25	Overseas Highway	MV	Summerland	c1950

MSF No	Name	#	Address	Style	Key	Date of Const
MO03754		637	2nd Street	MV	Summerland	c1950
MO03755		25044	45th Street	FV	Summerland	1928
MO03756	Galley Grill Restaurant	MM25	Overseas Highway	MV	Summerland	c1940
MO03757		60	Dobie Street	FV	Summerland	1932
MO03758		21074	Overseas Highway	FV	Cudjoe	c1938
MO03759	<i>Mangrove Mama's</i>	<i>MM20</i>	<i>Overseas Highway</i>	<i>FV</i>	<i>Sugarloaf</i>	<i>c1940</i>
MO03760		81	Johnson Road	FV	Sugarloaf	c1940
MO03761		71	Johnson Road	FV	Sugarloaf	1938
MO03762		19556	Navajo Street	FV	Sugarloaf	c1940
MO03763		19580	Mayan Street	FV	Sugarloaf	1940
MO03764		19674	Indian Mound Drive	FV	Sugarloaf	c1938
MO03765		19591	Aztec Drive	FV	Sugarloaf	1938
MO03766		19616	Aztec Drive	FV	Sugarloaf	1938
MO03767		19582	Aztec Drive	FV	Sugarloaf	c1938
MO03768		19572	Aztec Drive	FV	Sugarloaf	1938
MO03769		19583	Seminole Street	FV	Sugarloaf	c1940
MO03770		19658	Seminole Street	FV	Sugarloaf	1943
MO03771		19520	Tequesta Street	FV	Sugarloaf	1938
MO03772		19525	Date Palm Drive	FV	Sugarloaf	c1940
MO03773		19545	Date Palm Avenue	FV	Sugarloaf	1943
MO03774	Chase House		Airport Road	FV	Sugarloaf	1930
MO03775	Sugarloaf Lodge	17001	Overseas Highway	FV	Sugarloaf	c1962
MO03776	Baby's Coffee	3784	Overseas Highway	MV	Saddlebunch	c1950
MO03777		31	Bay Drive	MV	Saddlebunch	c1950
MO03778		30	Bay Drive	MV	Saddlebunch	c1940
MO03779		6	West Circle Drive	MV	Saddlebunch	c1950
MO03780		5570	Laurel Avenue	MV	Stock Island	1940
MO03781		5675	5th Avenue	FV	Stock Island	1938
MO03782	Daewoo Dealer	5200	Overseas Highway	MV	Stock Island	1948
MO03783		5158	Overseas Highway	FV	Stock Island	1938
MO03784		5135	Suncrest Avenue	MV	Stock Island	1933
MO03785	La Jen Hair Fashions	5635	MacDonald Avenue	MV	Stock Island	1943
MO03786		40	Palmetto Drive	MV	Big Coppitt	1950
MO03787		41	Palmetto Drive	MV	Big Coppitt	c1950
MO03788		48	Palmetto Drive	MV	Big Coppitt	c1950
MO03789		47	Palmetto Drive	MV	Big Coppitt	c1950
MO03790		13	Cactus Drive	MV	Big Coppitt	c1950

MSF No	Name	#	Address	Style	Key	Date of Const
MO03791		15	Cactus Drive	MV	Big Coppitt	c1950
MO03792		25	Cactus Drive	IN	Big Coppitt	c1950
MO03793		24	Cactus Drive	IN	Big Coppitt	c1950
MO03794			Prado Circle	MV	Big Coppitt	c1940
MO03795		381	Avenue F	MT	Big Coppitt	c1940
MO03796			2nd Street and Avenue F	FV	Big Coppitt	c1940
MO03797		401	Avenue E	FV	Big Coppitt	c1940
MO03798		521	Avenue D	FV	Big Coppitt	c1940
MO03799		540	Avenue D	FV	Big Coppitt	1940
MO03800		531	Avenue D	IN	Big Coppitt	c1950
MO03801		530	Avenue C	IN	Big Coppitt	c1950
MO03802		310	Avenue B	IN	Big Coppitt	c1940
MO03803		21	1st Street	FV	Big Coppitt	1948
MO03804		46	1st Street	FV	Big Coppitt	1943
MO03805		44	1st Street	FV	Big Coppitt	1948
MO03806		45	1st Street	FV	Big Coppitt	1943
MO03807		47	1st Street	MV	Big Coppitt	1948
MO03808		210	Avenue A	FV	Big Coppitt	c1930
MO03809	Southern Keys Cemetery Admin Bldg	258	4th Street	MV	Big Coppitt	c1950
MO03810	Big Coppitt First Baptist Church	200	Avenue F	MV	Big Coppitt	c1940
MO03811	Garage/Maintenance Facility		Avenue F, At Big Coppitt Park	MV	Big Coppitt	c1930
MO03812		20	4th Street	IN	Big Coppitt	c1950
MO03813		217	Avenue G	FV	Big Coppitt	c1930
MO03814		200	Avenue G	MV	Big Coppitt	c1950
MO03815		101	Avenue G	MV	Big Coppitt	c1950
MO03816		718	4th Avenue	IN	Big Coppitt	c1950
MO03817		716	4th Avenue	IN	Big Coppitt	c1950
MO03818		218	Shore Avenue	MV	Big Coppitt	c1950
MO03819		204	Shore Avenue	FV	Big Coppitt	c1950
MO03820	Bobalu's Southern Café	MM10	Overseas Highway	MV	Big Coppitt	c1950
MO03821		231	Coppitt Road	MV	Big Coppitt	c1950
MO03822	Purple Porpoise	MM9.7	Overseas Highway and Coppitt Rd.	FV/MV	Big Coppitt	c1920
MO03823		519	Palm Drive	MV	East Rockland	c1950
MO03824		557	Park Drive	FV	East Rockland	c1940
MO03825		578	Hammock Drive	MV	East Rockland	c1950
MO03826	Raybro Electrical Supplies	5648	Maloney Street	MV	Stock Island	c1950
MO03827	Burrin Animal Hospital		2nd Street	FV	Stock Island	c1950
MO03828	Boyd's Campground		Maloney Street	MV	Stock Island	c1950
MO03829		6400	2nd Street	FV	Stock Island	c1950

MSF No	Name	#	Address	Style	Key	Date of Const
MO03830		6408	2nd Street	FV	Stock Island	c1940
MO03831	McKilup Rentals	5530	3rd Avenue	MV	Stock Island	c1950
MO03832	Lopez Apartments	5691	3rd Avenue	MV	Stock Island	c1950
MO03833	Key West Kennel Club Race Track		5th Avenue	MV	Stock Island	c1950
MO03834		5339	5th Avenue	MV	Stock Island	c1940
MO03835		5331	5th Avenue	FV	Stock Island	c1940
MO03836		5	6th Avenue	MV	Stock Island	c1950
MO03837		19	6th Avenue	MV	Stock Island	c1950
MO03838		315	Cross Street	FV	Stock Island	c1950
MO03839		311	Cross Street	MV	Stock Island	c1950
MO03840		309	Cross Street	MV	Stock Island	c1950
MO03841		303	Cross Street	MV	Stock Island	c1950
MO03842		408	Balido Street	MV	Stock Island	c1950
MO03843		404	Balido Street	MV	Stock Island	c1950
MO03844		400	Balido Street	MV	Stock Island	c1950
MO03845		397	Balido Street	MV	Stock Island	c1950
MO03846		399	Balido Street	MV	Stock Island	c1950
MO03847		403	Balido Street	MV	Stock Island	c1950
MO03848		405	Balido Street	MV	Stock Island	c1950
MO03849		407	Balido Street	MV	Stock Island	c1950
MO03850		409	Balido Street	MV	Stock Island	c1950
MO03851		411	Balido Street	MV	Stock Island	c1950
MO03852		410	Balido Terrace	FV	Stock Island	c1950
MO03853		404	Balido Street	MV	Stock Island	c1950
MO03854		402	Balido Terrace	MV	Stock Island	c1950

MSF No	Name	#	Address	Style	Key	Date of Const
MO03855		400	Balido Terrace	FV	Stock Island	c1950
MO03856		424	County Road	IN	Stock Island	c1950
MO03857		420	County Road	MV	Stock Island	c1950
MO03858		410	County Road	MV	Stock Island	c1950
MO03859		400	County Road	FV	Stock Island	c1950
MO03951	Rockland Channel Bridge		Overseas Highway	N/A	Big Coppitt	1943
MO03952	Shark Channel Bridge		Overseas Highway	N/A	Big Coppitt	1943
MO03953	Saddlebunch # 5 Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03954	Saddlebunch #4 Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03955	Saddlebunch #3 Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03956	Saddlebunch #2 Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03957	Lower Sugarloaf Channel Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03958	Park Channel Bridge		Overseas Highway	N/A	Saddlebunch	1943
MO03959	Bow Channel Bridge		Overseas Highway	N/A	Sugarloaf	1943
MO03960	Kemp Channel Bridge		Overseas Highway	N/A	Cudjoe	1943
MO03961	Niles Channel Bridge		Overseas Highway	N/A	Summerland	1943
MO03962	South Pine Channel Bridge		Overseas Highway	N/A	Little Torch	1943
MO03963	Ohio-Bahia Honda Bridge		Overseas Highway	N/A	Bahia Honda	1943
MO03964	Ohio-Missouri Bridge		Overseas Highway	N/A	Ohio	1940
MO03965	Little Duck-Missouri Bridge		Overseas Highway	N/A	Little Duck	1940
MO03966	Tom's Harbor Channel Bridge		Overseas Highway	N/A	Grassy	1909
MO03967	Tom's Harbor Cut Bridge		Overseas Highway	N/A	Duck	1909
MO03968	Channel # 5 Bridge		Overseas Highway	N/A	Long	1909

SECTION VI HISTORICAL OVERVIEW OF MONROE COUNTY

INTRODUCTION

The following narrative is not a history in the conventional sense. Instead, it provides an historic context or framework for the evaluation of the surveyed buildings and structures in unincorporated Monroe County for possible national/local landmark status. This historic overview is organized around important milestones in Monroe County's history and highlights important historical themes. Where applicable, these themes are illustrated by examples of Monroe County's architecture. These buildings/structures are identified in bold by name and Florida Master Site File (FMSF) e.g. **Tavernier Methodist Church (MO-1995)**. Buildings/structures listed in the National Register are denoted by (NR), e.g. **Long Key Viaduct (MO-1229)(NR)**. Buildings/structures listed as Monroe County Landmarks are denoted by (ML), e.g. **Tavernier Hotel (MO-1996)(ML)**.

EARLY SETTLEMENT PERIOD (1513-1822)

First discovered by Ponce de Leon in 1513, the Florida Keys were only thinly settled by Europeans for nearly 300 years thereafter, and were known mostly only to transient fishermen, pirates, loggers, and salvagers. Contacts between the Spanish and the native Indian residents of the islands were few and largely unrecorded. The Spanish explorers were mostly indifferent to exploring or settling the stony islands of the Florida Keys, which they mapped and named principally as aids to navigation (Dean 1998: 23). Spanish cargo vessels traveling from Central and South America by way of the Bahamas channel and the Gulf Stream tried to avoid the treacherous "Martyr Islands" as they were collectively called by the Spanish. Numerous cargo ships ran aground off the islands or were destroyed during storms, giving the Florida Keys an unfortunate reputation as a watery grave.

The history of the Keys and the rest of Florida during this period was linked with the European battle for dominance in the New World during the eighteenth century. Florida alternated between British and Spanish ownership after 1763, although sovereignty over the Florida Keys was contested with Spain for many years. Like the Spanish, the English did little or nothing to encourage settlement in the Keys, choosing to concentrate on their colony in the Bahamas. The salvaging of wrecked cargo vessels off the Florida Keys became a major industry for Bahamian ship captains during the eighteenth century.

In 1819, Spain ceded full sovereignty of Spanish Florida to the United States and in 1821 Florida became a US territory. Soon thereafter, settlers from New England and the South arrived on the island of Cayo Hueso (Key West). Among them was John Watson Simonton, who believed that the island was "the only eligible situation for a depot of wrecked property on the whole coast of Florida" (Dean 1998: 22).

In January 1822, Simonton purchased Key West island from its Spanish owner and the construction of houses, stores, wharves, and warehouses soon followed (Wilkinson 2003a: 2). In March 1822, Secretary of the Navy Smith Thompson wrote President James Monroe that "there can be no doubt of the importance of this island (Key West) . . . It affords a very eligible depot for wrecked property, which is highly necessary and

advantageous, where the navigation is attended with so many dangers and difficulties” (Dean 1998: 23). Later that year, Congress designated Key West as a naval station and depot. Monroe County was created on 3 July 1823 with Key West as its seat (Wilkinson 2003a: 3). The county then incorporated land now part of at least nine different present Florida counties.

ANTEBELLUM MONROE COUNTY (1828-1861)

Key West grew quickly following its incorporation in 1828. In 1829, the 64-block city was mapped and platted, and one year later its population was 517 (Wilkinson 2003a: 3). Between 1830 and 1850, Key West's population rose to 2,645, due mostly to its importance as a deep water port and naval station and the lucrative wrecking and salvaging business carried on by its resident ship captains. Key West and the Bahamas thrived during the first half of the nineteenth century as wrecking centers, both benefiting from the near total lack of lighthouses or accurate navigational charts of the area. Eventually three lighthouses—at Key West, Sand Key, and Carysfort Reef—were built in the 1820s, but they initially had little effect on the number of wrecks (Dean 1998: 28)(Wright 1984). In 1826 Congress established an Admiralty Court at Key West at which salvage suits were settled and whose judge could license salvagers and their operations (Greer 1971).

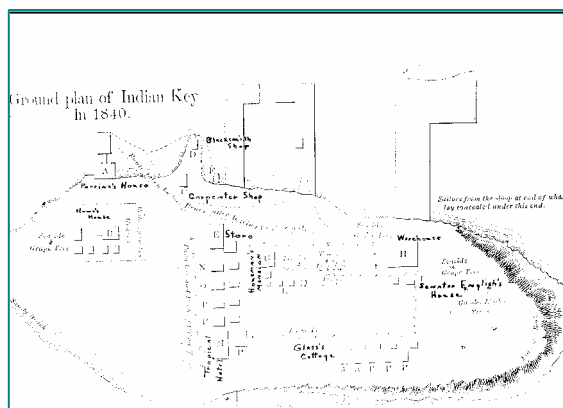


Figure 3

“Ground Plan of Pigeon Key in 1840”

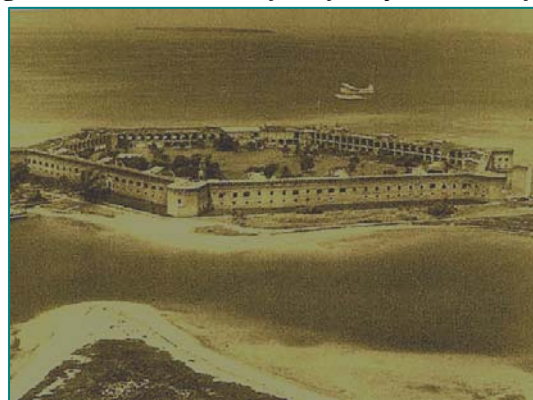
Source: Monroe County Public Library, Key West

The growth of Key West during this period was not duplicated elsewhere in the Florida Keys. Only scattered settlements—usually no more than a trading post, charcoal hut, or isolated farm complex—are known to have existed at such places as Key Largo or Upper Matecumbe. The exception was Indian Key (Figure 3), where in 1824 merchant Silas Fletcher started a store to sell goods to passing seafarers (Nimnicht 1972). In 1826, a competing store was built and in 1831 entrepreneur and businessman Jacob Housman acquired title to much of the 9-acre island (Schene 1973: 10). In 1836, most of the Upper Keys and eastern Monroe County became Dade County, with Indian Key as its seat. Housman maneuvered to establish Indian Key as a rival wrecking station to Key West and by 1833 the island had gained designation as a Post Office (Wilkinson 2003e: 2). The population of Indian Key in 1838 numbered 141, including Housman, two accountants, the postmaster Charles Howe, an attorney, and several “master mariners.”

Political and social instability wracked most of Monroe County during the 1830s and 1840s. Indian Key was threatened by the near continual Indian raids of the Second Seminole War between 1835 and 1842 and suffered a population loss as a result (Nimnicht 1972). In August 1840, most of Indian Key's remaining residents were attacked by the Seminoles and seven were massacred, dooming the small settlement. As a result, the Dade County seat was removed from Indian Key to Miami in 1844 (Wilkinson 2003e: 4). Today, the **Indian Key Historic District (NR)(ML)** remains uninhabited. Settlers in most other areas of the Florida Keys probably moved to Key West as a result of the Seminole Wars, depopulating most of the archipelago during the 1840s and 1850s.

Due to growing hostilities with Mexico culminating with the Mexican War, the Federal government recognized the strategic military importance of the Florida Keys and Key West in particular. In 1845, it embarked on the construction of two expansive forts—Fort Jefferson on Garden Key in the Dry Tortugas and Fort Zachary Taylor just off Key West. **Fort Jefferson (NR)**, which spread over 16 acres and had 109 water cisterns, was reputedly the largest brick fortification in the United States (Photo 1). Controlling the entrance to the Gulf of Mexico, it was in use until after World War II (Morrison 1974). Designed to defend the Key West harbor, **Fort Zachary Taylor (NR)** was built as a trapezoid with 225-foot-long seaward walls.

*Photo 1 Fort Jefferson, Garden Key,
Dry Tortugas Islands is a National Historic Landmark*



Source:

Adventure Guide to the Florida Keys (1999)

Due to an influx of construction workers, the rise of the sponging industry, and continued wealth from wrecking and salvaging, Key West's population increased 400 percent during the 1840s, despite a devastating hurricane in 1846 (Wilkinson 2003r: 3). Both New England housewrights and Bahamian immigrants contributed to the architectural character of Key West's residential areas during the 1840s, 1850s and 1860s.

Although the Florida Keys are home to 27 varieties of hardwood—among them the famous *lignumvitae* tree—most building materials in Key West and the other Keys were historically imported. The exception was native coral rock, which was quarried and cut at numerous locations throughout the Florida Keys. The tropical climate greatly influenced the design of residential architecture in the Florida Keys over the years, necessitating the use of wide wrap-around porches, window shutters, and heat-deflecting metal roofs. Many houses were raised on piers or stilts and were built of Dade County pine or other impervious materials. Few houses had either chimneys or plastered interiors. As was true in other tropical climates, fresh water was at a premium—rain water was channeled from roofs into stone or metal cisterns.



As a wealthy and cosmopolitan port city, Key West was susceptible to the architectural influence of the national Greek Revival and classical styles, although most of its architecture is vernacular (Photo 2). In several instances, houses in the Bahamas were disassembled and moved to Key West. Sometimes, materials from wrecked ships were also used in house construction.

Photo 2 Typical 19th Century Houses in Key West

Source: GAI Consultants, Inc. (2003)

Unfortunately almost nothing is known of the domestic architecture of the rest of the Florida Keys, including Indian Key during its brief period of prosperity. There are no known extant nineteenth-century buildings outside of Key West to examine today, but based on drawings, traveler's accounts, and old photographs, what was built was probably extremely primitive. A traveler to Lignumvitae Key in 1831 noted, "Dr. Rooke has built a house for the purpose of obtaining preemption right." He described it as "made of posts set in the ground and poles nailed across, and palmetto leaves tied to them, which forms a tight roof and lasts about five years"(Wilkinson 2003f: 2)(Wilkinson and Mattick 1998).

Heat, mosquitoes, frequent hurricanes, and tropical diseases all combined to deter most settlers from building permanent residences in the Florida Keys for many years. The 1830 population census listed one family in all of Sugarloaf Key (Wilkinson 2003j: 2). The virtual plague of mosquitoes that inhabited the Florida Keys proved to be an impediment to permanent settlement for all but the most hardy settlers. "With mosquitoes gnawing at them day and night, a few pioneering families nevertheless managed to claw a living from what one writer of the time referred to as worthless chaotic fragments of coral reef, limestone, and mangrove swamp" (Williams 1987: 3). Some settlers briefly tried raising livestock, but found that their animals sometimes literally collapsed from the weight of resting mosquitoes.

A few nascent industries were established at various points throughout the Florida Keys during the pre-Civil War years, but none led to permanent towns or villages. There were salt-works on Duck Key in the early 1800s, and in 1834 the Lafayette Salt Company was incorporated to begin salt production on the island, but by 1837 these had been abandoned (Wilkinson 2003l: 1). According to one report, there were approximately 200 settlers of Bahamian descent in Key Vaca in the 1840s, deriving their income from produce farming or harvesting sponges, but most had moved away by the early 1860s (Wilkinson 2003m: 1). The sole inhabitant of Big Pine Key listed in the 1860 population census was a charcoal maker.

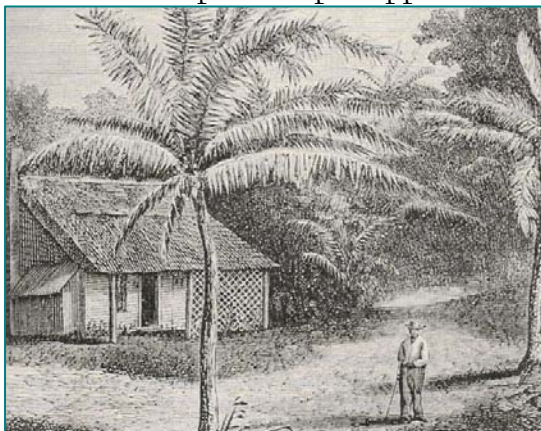
SETTLEMENT AND GROWTH IN THE FLORIDA KEYS (1861-1898)

A slave state, Florida seceded from the Union on 11 January 1861. With its large naval presence and deep-water port, Key West was of vital importance to both sides and was

seized by the Union forces just two days later. It remained in Union hands throughout the war and served as a base for attacking Confederate blockade runners (Morrison 1974). The city prospered during the war, virtually the only Southern city to remain unscathed.

In 1866, Monroe County was reorganized, with the upper Florida Keys returned to its jurisdiction. In 1866 Congress enacted the Homestead Act and as a result previously uninhabited parts of Monroe County were surveyed and homesteaded by new residents from Key West and elsewhere. Sugarloaf Key's population swelled from 1 to 37 between 1860 and 1870 (Wilkinson 2003q: 3). No Name Key contained 44 residents in 1870. Many members of the Johnson family had moved from Key West to Cudjoe Key, according to the 1870 census. Several deeds, some for as much as 115 acres, were recorded for previously unoccupied land in Big Pine Key in the 1880s and land there remained available for homesteading into the early 1900s (Wilkinson 2003p: 2).

Newly established farmers planted what little good soil there was on the Florida Keys with coconut, pineapple, and lime groves. An article in *Harper's Monthly Magazine* noted that "Plantation Key has considerable good soil; many of its trees here are seventy or eighty feet in height. Here was a large plantation of cocoa-nut palms, several hundred in number and a patch of pineapples . . . Mr. Baker the owner is reported to have realized



seven thousand dollars this season from his crop of pineapples" (Wilkinson 2003a: 2). The same article contained an illustration of what it called a typical planter home (Photo 3), a one-story residence with a roof made from palm leaves.

Photo 3 A Typical Planter's Cottage as Depicted in 1871 Issue of "Harper's Monthly Magazine"

Source: Yesterday's Florida Keys (1974)

Planter, first homesteaded in 1866, was located north of present-day Tavernier and was one of the Upper Keys' few settlements

in the late nineteenth century. Close to relatively deep water for shipping, it became a center of pineapple production. At one time it was a wealthy agricultural community, shipping out nearly a million crates of pineapples, limes, melons, and tomatoes by one count (Williams 1987:4). Planter became a post office in 1891, and by then consisted of several one-and two-story frame vernacular residences and stores similar in appearance to those found in Key West from that period. Planter, totally destroyed as a result of the 1935 hurricane, is now the site of Harry Harris County Park.



The Pinder House, built in the 1880s on Plantation Key, was undoubtedly one of the largest in the area, but is known today only through photographs (Photo 4). The center of a large pineapple plantation, the main house was a two-story frame building on stilts with a wide

wrap-around porch with jig-sawn balustrade. It too is no longer standing.

Photo 4 The Pinder House, in an Undated View

Source: Monroe County Public Library

Dr. Vining Harris built a one-story-and-basement, frame vernacular house on his farm on Sugarloaf Key in the late 1800s. Harris turned to sponging to supplement his farming income although according to one account, “good reports were the only export” (Wilkinson 2003q: 4). A later owner of the house was Charles Chase, an Englishman who, with his brother George, first visited the Florida Keys in 1899. Together, they formed the Florida Keys Sponge & Fruit Company and embarked on commercial sponge



cultivation on a large scale. An estimated 60 workers lived in the small community built by the Chase brothers (appropriately known as Chase on railroad maps of the period). Charles Chase added a Frame Victorian Vernacular wing to the Harris House and built a tall frame observation tower to ward off sponge poachers (Photo 5). The sponge operations were never successful, the company suffered several financial setbacks, and nearly all physical reminders of Chase village are gone today.

Photo 5 An Undated Photograph of the “Sponge Tower,” built as an Observation Tower to Ward Off Potential Poachers. The Building No

Longer Stands.

Source: Monroe County Library

THE COMING OF THE RAILROAD AND ITS AFTERMATH (1898-1935)

The Spanish American War in 1898 focused the attention of influential Americans on Cuba and its economic possibilities. Among them was Henry M. Flagler, president and founder of the Florida East Coast (FEC) Railroad. Flagler, a former Standard Oil Company executive, had developed luxury resorts at St. Augustine and Palm Beach during the 1890s. Flagler’s railroad reached Palm Beach in 1893, thereby opening up South Florida for development of both its tourist and agricultural potential (Martin 1949: 78). The FEC Railroad reached Miami in 1896 and Homestead, its southern terminus, a year later. The railroad provided South Florida’s farmers with access to Northern markets and brought vacationers and new residents to the numerous real estate developments springing up along the Florida Atlantic coast by the early 1900s.

In late 1904, Flagler gave the go-ahead for construction of the last major business venture of his career: the construction of the Key West Extension of the FEC. This railroad line, connecting Homestead with Key West 156 miles away, would then connect with freight and passenger ferries to and from Cuba, linking the untapped markets of the island with Key West and the United States. Flagler also envisioned Key West’s growth as a shipping hub for traffic going through the planned Panama Canal.

By any measure, the construction of the Key West Extension was a massive undertaking, consuming vast amounts of materials and much of Flagler's own fortune. During its construction, critics called the railroad "Flagler's Folly," although at its completion in 1912, it was hailed as the "Eighth Wonder of the World." Flagler himself purchased or leased most of the heavy marine equipment required for construction. Because there were few deepwater ports in the Keys other than Key West, most materials had to be floated in on barges. Floating concrete mixers were anchored at several points along the construction route. There was a marine railway for repairing vessels and floating equipment. Construction began at Key West and Homestead in 1906 as well as at numerous intermediate points. Eighty-two construction camps were built at one time or another to house the railroad's workers.

Flagler's railroad changed the geographic face of the Keys. Enormous amounts of fill were brought in to connect numerous smaller keys. Windley Key still bears the scars of quarrying operations carried out during the railroad's construction. It took fifteen months to construct a causeway across Lake Surprise on northern Key Largo. Flagler built an entire dock at Knight's Key, which once the railroad was completed, was completely dismantled.

Especially daunting was the task of physically connecting the various islands by rail. Between 1906 and 1912, the FEC Railroad constructed 43 bridges connecting 15 keys between Jewfish Creek on the north and Key West at the south. The three main viaducts spanning the ocean waters along the Florida Keys, known as the **Long Key Bridge (NR)(ML)(MO-1329)**, **Knight's Key (Seven-Mile) Bridge (NR)(ML)(MO-1330)(Photo 6)** and **Bahia Honda Bridge (NR)(ML)(MO-1331)** were representative of the extraordinary engineering feats involved in the construction project.

Long Key Bridge was 2 ½-miles in length, built on 180 arched spans of reinforced concrete rock; Bahia Honda Bridge, a truss structure, was nearly one mile in length; and Knight's Key (Seven Mile) Bridge consists of 335 deck girder spans, 9,000 feet of concrete arch viaduct, and a single 253-foot through-truss swing span. The footings for the three arched bridges were made by constructing coffer dams which were anchored to the seabeds. The below-water construction was especially daunting, as the engineers determined that the supports had to rest upon solid rock and be immovably anchored to it. Several tons of imported German cement had to be pumped into the coffer dams to secure their foundations.

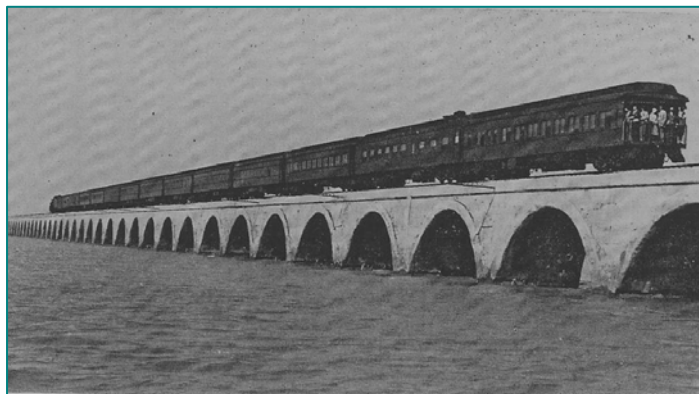


Photo 6 Long Key Viaduct Railroad Bridge and an FEC Passenger Train ca. 1915

Source: Monroe County Public Library, Key West

Labor was a continuing problem throughout construction of the railroad and its bridges. It is estimated that nearly 4,000 men worked in some capacity at one point or another for the FEC Railroad during its construction of the Key West Extension. Heat, mosquitoes, and several devastating hurricanes between 1906 and 1910 contributed to numerous fatalities during construction. Because of the rush to construction, the railroad's superintendents made the decision to continue work through the hurricane season. As a result, 130 workers perished during the 1906 hurricane alone, and 12 died during the 1910 hurricane. Construction-related deaths are estimated at 250 between 1906 and 1912.

Railroad construction workers were housed in camps consisting of crude wooden barracks, mess halls, and warehouses located at numerous points along the construction route. One of the largest camps was constructed at Pigeon Key, located directly south of the pivotal Knight's Key Dock and along the path of the Seven Mile Bridge. A temporary camp was built there in 1908, but this was destroyed during the 1909 hurricane. A more permanent settlement of twelve buildings was begun in 1912, near the end of the railroad's construction history. The **Pigeon Key Historic District (NR)(ML)(MO-1260)**(Photo 7) contains seven of these extant buildings, including the Section Gang's Quarters, the Paint Foreman's House, the Bridge Tender's House, and workers' cottages. Of simple frame construction, they are typical of the functional yet sturdy buildings constructed by the railroad for its workers. When the railroad was completed in 1912, most of its workers' camps were dismantled. The one at Pigeon Key was converted to a maintenance camp for the Bahia Honda and Seven-Mile Bridges.



Photo 7 Undated Aerial View of Pigeon Key Camp

Source: Monroe County Public Library

Henry Flagler triumphantly rode the inaugural train into Key West on January 22, 1912. For the first time ever, the Florida Keys were connected to the mainland United States, if only by two thin steel tracks. The railroad finally dragged the Florida Keys into the modern world, forever changing the lives of its inhabitants. Residents received regular mail service, as well as delivery of ice and fresh water.



Photo 8 Ca. 1915 Postcard View of Long Key Fishing Camp

Source: Monroe County Library

The railroad brought the first of many waves of wealthy vacationers to the Florida Keys, with many staying at several deceptively “rustic” fishing camps that in fact were stocked with many modern conveniences. Flagler himself developed the Long Key Fishing Camp for wealthy sports fishermen around 1906. He supplemented the 14 small bungalows with a luxury 75-room lodge on a white beach on the ocean side (Photo 8), and even built a narrow-gauge railroad that ran through a tunnel beneath the tracks for the convenience of his guests. Guests were provided with fishing boats and guides. The writer Zane Grey was a frequent visitor and helped to popularize the sport of sailfishing. The Long Key Fishing Camp was destroyed in the 1935 hurricane.

One of the oldest social clubs in the Florida Keys is the Key Largo Angler’s Club, formed in the late 1800s. The **Key Largo Angler’s Clubhouse (ML)(MO-3682)(Photo 9)** is housed in the two-story coral rock house built ca. 1912 by W. A. Scott of Fargo, North Dakota (Wilkinson 2003: 2). One of the best preserved houses from this period in the



Upper Keys, the Key Largo Angler’s Club is eligible for the National Register for its association with the history of sports recreation in the Florida Keys.

Photo 9 Key Largo Angler’s Clubhouse (M-3682), near Ocean Reef in Key Largo was built ca. 1912.

Source: GAI Consultants (2003)

The **LaBranche Fishing Camp (NR)** in Islamorada is one of the most elaborate of the extant Upper Keys fishing camps. Originally built around the old Pinder farmstead purchased by George LaBranche in 1929, the complex was rebuilt following the 1935 hurricane to the design of Miami architect Dean Parmalee (Keys 1997).



The Perky Lodge on Sugarloaf Key was developed in the 1920s on the property formerly occupied by the Chase brothers’ home and sponging operations. The site is notable today for the **Bat Tower (MO-0028)(NR) (Photo 10)**, built in 1929 as an ill-conceived attempt to house bats specially imported to control the pesky mosquito population of the area.

Photo 10 Perky Bat Tower, Sugarloaf Key, Built in 1929
Source: GAI Consultants (2003)

Although local farmers had hoped that the railroad would provide them with better access to Northern markets and thus increased profits, the railroad actually favored Cuban growers, whose cheaper produce flooded American markets. This development, along with several blights, essentially killed off the pineapple and lime crops in the Florida Keys and led to the decline of agriculture's importance in the region's economy. The small agricultural community of Planter, for example, disappeared in a few years after the onset of the pineapple blight in 1910.

New towns and settlements sprang up along the railroad route, replacing older settlements that the railroad had bypassed. In 1907, FEC Engineer William Krome platted a 22-lot subdivision known as "Townsite of Islamorada" on Upper Matecumbe Key. Marathon, supposedly named by railroad works for the "marathon race" to construct the railroad, grew out of the huge Knight's Key dock. Scheduled rail service began between Miami and Marathon in January 1908, and a post office was established there in 1909. Other new settlements developed at Rock Harbor, Jewfish Creek, and Matecumbe.

The Tavernier area had been homesteaded as early as the 1860s by the Albury family from the Bahamas. Tavernier village grew up around a depot established by the FEC Railroad around 1908 and took its name from nearby Tavernier Creek. A post office was established in 1911, but the settlement languished until late 1928 when builder H. S. "Mac" Mackenzie and his wife moved there from Homestead (Wilkinson 2003k: 3).

Mackenzie soon built a small **Standard Oil Service Station (ML)(MO-3627)** and a drug store (now the **Copper Kettle Restaurant (ML)(MO-3625)**) along the new Overseas Highway (State Road 4A). Mackenzie also built a movie theatre which later became the **Tavernier Hotel (ML)(MO-1996)** and the **Tavern Tea Room (ML)(MO-3626)(Photo 11)**. Today, this grouping of buildings, all since stuccoed and painted pink, is the most intact historic roadside complex in unincorporated Monroe County. The buildings are listed individually as Monroe County landmarks and are eligible for listing in the National Register as part of a Tavernier Historic District.

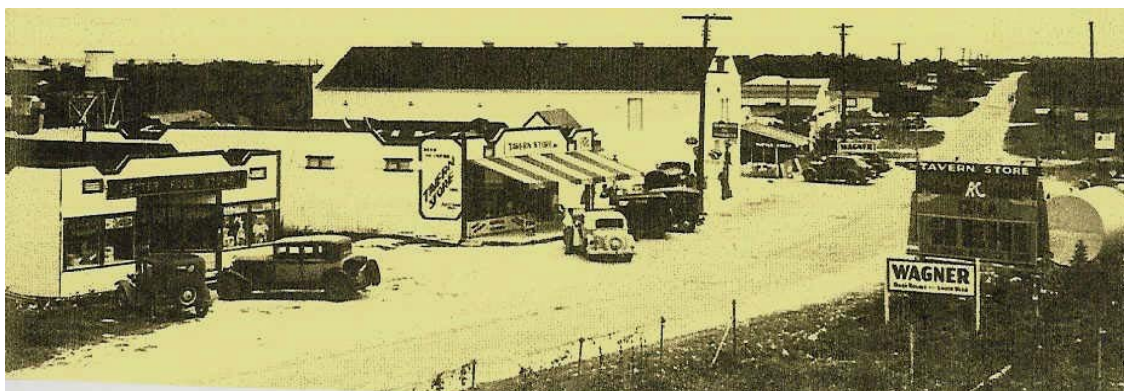


Photo 11 Ca. 1938 View of Tavernier Business Center with From (L to R on left side of Road, Food Store, Drug Store, Standard Oil Station, Tavernier Hotel, and Tavern Tea Room
Source: Monroe County Library

The surrounding Tavernier community is notable for its mostly intact collection of buildings from the late 1920s and early 1930s. These include the **Tavernier Methodist Church (ML)(MO-1995)**, the **Old Tavernier Post Office (MO-1998)(Photo 12)**, and numerous Frame Vernacular residences along Tavernier Drive, Lowe Street, Coconut Row, and Atlantic Circle Drive among others. Mackenzie is often thought to have built many of the historic houses in Tavernier.



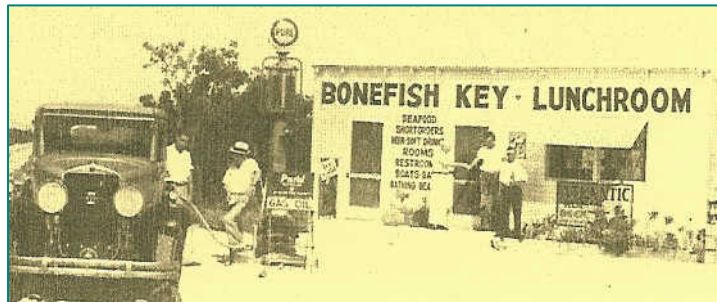
Photo 12 The old Tavernier Post Office (MO-1998) on Overseas Highway in Tavernier is an integral part of the proposed Tavernier Historic District
Source: GAI Consultants (2003)

The **Wilkinson House (ML)(MO-2010)** is one of the earliest Tavernier houses to be built on stilts. Coral rock was often used for building foundations, as at the **Roberts House (ML)(MO-2012)** at 140 Sunrise

Drive or even for the unusual exterior chimney at the **Allen House (ML)(MO-2003)** at 133 Sunrise Drive. The historic buildings in Tavernier, numbering nearly 50, make up the proposed **Tavernier Historic District**, eligible for listing in the National Register and as a Monroe County Historic District.

In 1927, a wooden swing bridge was built over Card Sound, and later that year Old State Road 4A, sometimes know as the “First Overseas Highway” was constructed. The road (and two connecting car ferries), allowed travelers to drive south from Miami as far as Key West and further opened up the Florida Keys to tourism. Soon, hand-painted signs directing motorists to “motor courts” and lodges such as Caribee Colony, the Driftwood Lodge in Tavernier, the Russell Arms Hotel, and the Big Pine Inn sprouted along the new highway. Lunchrooms (Photo 10), gas stations, marinas, and fishing supply stores proliferated along either side of the Overseas Highway, catering to the seasonal tourist who motored down the Keys beginning in early winter.

Photo 13 Bonefish Key Lunchroom on the Overseas Highway, ca. 1928
Source: Monroe Co. Library (2003)



The Florida Land Boom of the mid and late 1920s (and its typical Mediterranean and Mission-style architecture) largely bypassed the Florida Keys. Other than Key Largo, the Florida Keys were still considered too remote and mosquito-infested for lucrative residential subdivision. In 1926 the population of Marathon was still only 17. Key Largo, because of its proximity to Miami, was considered more amenable for development. Plans were made for a never-built 570-acre Key Largo City, and similar smaller subdivisions were platted. Oceana is a small extant subdivision developed during the 1920s and early 1930s in northern Key Largo. The Oceana Subdivision is anchored by the



fantastical **Key Largo Lodge (MO-4034)**(Photo 11), a Gothic Revival-style coral rock castle built ca. 1927 by New Jersey dentist George Engel (Wilkinson 2003b: 2). Key Largo Lodge is individually eligible for listing in the National Register of Historic Places and as a Monroe County Landmark, and the Oceana subdivision as an historic district.

Photo 14 Key Largo Lodge, 55 Oceana Drive

Source: GAI Consultants (2003)

Other significant buildings from this period in Key Largo include the old **Key Largo School (MO-2084)**, a coral rock building built in the 1920s and later used as a church, and the well-preserved Frame Vernacular **Sawyer House (MO-2083)** located at Mile Marker 98.3 and built by George Sawyer in the 1920s. Both buildings are eligible for listing as both National Register and Monroe County landmarks.

The 1920s and 1930s were economically stagnant throughout the Florida Keys. Tourism did not materialize in Key West in the 1920s on the scale hoped for, and this fact, along with the withdrawal of the Navy in 1932 and a decline in wrecking, sponging, and cigar-making, caused the city to slowly slip into an economic downturn. The Great Depression accelerated this trend, and in 1934 the city was declared officially insolvent.

In 1934, the “Bonus Marchers,” unemployed World War I veterans who had marched on Washington to demand payment of their pensions, were offered employment by the Federal government erecting highway bridges to replace the inefficient ferry crossings of the Overseas Highway. These ferry crossings were located at No Name Key, and between Grassy Key and Lower Matecumbe. Work camps were established at Windley Key, site of an extensive quarry, and on Lower Matecumbe Key (Islamorada). Construction of the bridges began in earnest in mid 1935.

MONROE COUNTY BUILDS ANEW: THE LABOR DAY HURRICANE AND ITS AFTERMATH (1935-1953)

For many years thereafter, residents of the Florida Keys spoke of time as “before the hurricane” or “after the hurricane,” so devastating was the impact of the infamous September 2 (Labor Day) Hurricane of 1935 on the physical, economic, and social fabric of the islands. While its path was relatively narrow, this Category-5 hurricane was reputedly the most violent on record in the United States. Wind velocities reached 200 miles an hour at some points, driving a tidal wave more than 12 feet far inland, with the barometer dropping to 26.35 inches (Writer’s Project 1941: 330).

The hurricane caused nearly 800 known casualties, including scores of the World War I veterans brought in to build highway bridges who were trapped inside their frail worker’s shacks. A special relief train brought in from Homestead to rescue the workers was tragically thrown from its tracks near Islamorada. The WPA-designed **Florida Keys Memorial (NR)** in Islamorada commemorates the hurricane’s victims. Entire settlements in the Florida Keys were obliterated, as were many of the charming but ultimately flimsy fishing camps built at Long Key and Pirates Cove, among others.

One immediate result of the hurricane was the construction of residences designed to withstand future hurricanes. The Federal Emergency Relief Agency (FERA) and the Red Cross developed prototype housing for displaced residents. These “Red Cross Houses” were four-room houses built of reinforced concrete containing 80,000 pounds of steel, with steel rods anchoring the house to bedrock (Federal Writers Project 1941: 233). The floors and roof were also made of concrete and the walls are one foot thick. The window sashes were made of steel and contained double-strength glass. Unfortunately, sea water was used in the mixing of cement, which rusted the steel reinforcing rods and caused the structures to crack in places.

The two largest concentrations of Red Cross houses are found in Marathon and Islamorada, but two individual houses are located in Tavernier: the **Lowe House (MO-1994)(Photo 12)** and the **Red Cross House (MO-1992)** on Lowe Street. The **Old Tavernier School (ML(MO-3652)** at 148 Georgia Street in Tavernier is of similar construction and dates from 1936. All three buildings are eligible for the National Register based on their unique construction and their association with Federal relief efforts following the 1935 hurricane.

*Photo 15 Alice Lowe House,
A Red Cross Houses built in Monroe County following
the 1935 Hurricane
Source: GAI Consultant (2003)*



The hurricane wiped out nearly 40 miles of FEC Railroad tracks, although the bridges themselves remained largely intact. The FEC Railroad, which had declared bankruptcy in 1932, decided not to rebuild its Key West extension. In a savvy move, the Federal

Government purchased the railroad right-of-way for \$640,000 and incorporated it into a newly configured Overseas Highway, eliminating the need for constructing new highway bridges at the old ferry crossings. The Overseas Highway Bridge and Toll Authority converted most of the Flagler-era railroad bridges to highway bridges beginning in 1936, with the original 14-foot width widened to 22 feet with I-beams.

Although several of these bridges were removed and replaced by modern highway bridges in 1982, seven of the retrofitted bridges remain, including ones at **Tom Harbor (MO-3966)**, **Kemp Channel (MO-3960)**, and **Park Channel (MO-3958)**. In addition, several new concrete bridges were constructed in 1943 to replace older wooden bridges built by the railroad (Photo 16). Some of the old track was used as guardrails for the new bridges, as at the **Ohio-Missouri Bridge (MO-3964)**. None of the retrofitted or 1943 bridges are used for vehicular traffic today. Both sets of bridges are collectively eligible for listing in the National Register and as Monroe County landmarks as part of a



multiple property “Bridges of the Overseas Highway” nomination. In addition, two coral rock highway rest stops built ca. 1938 by the WPA (**MO-1384** and **MO-3732**) are also eligible for National and Monroe County landmark designation. A draft National Register nomination form for 23 historic bridges on the Overseas Highway is currently (June 2003) being written by National Park Service historians.

Photo 16 Shark Channel Bridge, Built 1943.

Source: GAI Consultants, Inc. (2003)

Change came more quickly to the Florida Keys during the 1940s and 1950s. The Navy built an 18-inch water pipeline to bring fresh water from wells in Everglades City to Key West. Capacity was increased in 1982 by the construction of a 36-inch pipeline. Electricity was introduced to many parts of the Keys in the 1950s that had never experienced it on more than just a part-time basis. (According to one account, Tavernier residents had electrical service for only a few hours a day during the 1930s and 1940s). US Route 1 (Overseas Highway) was widened in several locations along its route through the Florida Keys beginning in the 1960s. The reconfigured highway was most noticeable in Key Largo. A new toll Card Sound bridge was built in the early 1960s.



*Photo 17 Caribbean Club (MO-3691), Key Largo
Source: GAI Consultants, Inc. (2003)*

The 1948 film “Key Largo” a portion of which was filmed on location at the **Caribbean Club (MO- 3691)(Photo 17)** further popularized the area, prompting the Post Office to change the name of the local post office from Rock Harbor to Key Largo in 1952. Slowly but perceptibly after World War II, the Florida Keys lost some of its slightly raffish and exotic reputation and was joined more tightly with the mainland. The charming and rustic fishing camps gave way to chain motels which proliferated along the Overseas Highway beginning in the 1950s. Successful mosquito control programs involving low-level spraying from airplanes greatly increased the livability of the Florida Keys. New retirement and second-home communities were developed at several points along the archipelago. Marathon was developed into several subdivisions in the 1950s. At the same time, Shelter Key was developed from a 90-acre mangrove swamp into the exclusive 285-acre Key Colony Beach community, which incorporated in 1957. Duck Key was developed as a luxury subdivision in the early 1950s, as was the even more exclusive Ocean Reef community in north Key Largo. Much of Stock Island’s architecture consists of houses and businesses built in the 1950s and 1960s as nearby Key West’s buildable land was exhausted. Today, Stock Island is home to the Florida Keys Community College, Florida Keys Memorial Hospital, Tennessee Williams Fine Arts Center, and several Monroe County offices.

SECTION VII EVALUATION OF SURVEYED SITES FOR NATIONAL REGISTER LISTING AND AS MONROE COUNTY HISTORIC SITES AND HISTORIC DISTRICTS

INTRODUCTION

GAI evaluated the 333 surveyed historic resources in unincorporated Monroe County for their eligibility for listing in the National Register of Historic Places (NRHP) and as Monroe County Historic Landmarks. These resources were also evaluated as contributing elements in one or more historic districts eligible for listing in the National Register and/or as Monroe County Historic Districts. GAI utilized the criteria and standards relevant for each historic register, including *National Register Bulletin 15-How to Apply the National Register Criteria* and the criteria defined in *Monroe County Historic Preservation Ordinance- Chapter 9.5, Article VIII* of the Monroe County Code.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP)

The NRHP provides recognition for individual buildings and historic districts significant on the national, state, and local levels. One important function of the NRHP is to identify significant properties that federal, state, and local planners should carefully consider when developing projects. Specifically, any project involving federal or state funding, permitting, licensing, or assistance must avoid adverse impacts to the NRHP-listed or -eligible property.

Listing in the NRHP, either individually or as part of an historic district, may make a property eligible for a Federal Income Tax Credit. The property must be income producing and may qualify for up to a 20% income tax credit. In Florida, counties and cities can grant *ad valorem* tax relief for owners of historic properties. NRHP-listed properties also may be eligible for some American with Disabilities Act (ADA) and building safety code adjustments.

HISTORIC SIGNIFICANCE AND THE NRHP CRITERIA

The NRHP lists individual landmarks and historic districts that satisfy specific criteria for significance and standards for architectural integrity (Appendix A). The significance of an individual landmark or an historic district is assessed against the historic context established for the surrounding city, county, region, or state. The historic context written for the Monroe County architectural survey area (Section VI) established important historical themes and time periods against which the area's historic resources can be evaluated.

The integrity of an individual historic resource or an historic district carries equal weight with its historic significance in assessing eligibility for listing in the NRHP. Alterations and additions to historic resources affect the integrity of individual resources. Modern infill, extensive demolitions, or alteration of street plans can affect the integrity of an historic district.

APPLYING THE NRHP CRITERIA TO BUILDINGS AND DISTRICTS IN UNINCORPORATED AREAS OF MONROE COUNTY

The three NRHP Criteria (Criteria A, B, and C) relating to historic structures were applied to individual historic resources and historic districts in the Monroe County Buildings Survey Area.

- **Criterion A** relates to significance in the broad patterns of history on the national, state, or local level, as well as association with important historical events. For example, the *Key Largo Angler's Club* is individually significant under Criterion A for its association with the history of the development of northern Key Largo as a resort community in the 1920s. Because the *Key Largo Angler's Club* remained an important focus of Key Largo's social and recreation history, its period of significance extends into the 1950s. The *Tavernier Historic District* is significant as a group under Criterion A for its association with the development and growth of Monroe County during the 1920s, the Depression, and World War II and Aftermath periods.
- **Criterion B** relates to an individual resource's association with a person or persons significant on the local, state, or national level. An historic district may also be significant under Criterion B for buildings that are associated with significant individuals. The *Ernest Hemingway House* in Key West (located outside of the Monroe County Buildings Survey area) is listed in the NRHP under Criterion B for its association with the life and productive career of writer Ernest Hemingway.
- **Criterion C** relates to buildings or historic districts that embody one or more distinctive architectural styles or types, or can be attributed to known architects or master craftsmen. The *Key Largo Lodge* is significant under Criterion C as a highly unusual Gothic Revival building from the 1920s using native coral construction. Two so-called *Red Cross Houses* in Tavernier and the *Old Tavernier School* are significant under Criterion C for employing poured concrete construction which enjoyed a brief period of popularity following the devastating 1935 hurricane. The *Tavernier Historic District* is significant under Criterion C for its collection of buildings embodying the characteristics of Frame Vernacular and Masonry Vernacular architecture.

HISTORIC RESOURCES ELIGIBLE FOR INDIVIDUAL LISTING IN THE NRHP

As part of the Monroe County Buildings Survey, GAI identified buildings in unincorporated Monroe County that are eligible for listing in the NRHP and/or as Monroe County Historic Landmarks. Because this was a reconnaissance-level survey, these evaluations were based on exterior examinations only along with basic historic research. The HFKF and Monroe County should undertake an intensive survey of the following resources involving a detailed exterior and interior examination, comprehensive historic research, and a determination of historic boundaries for each resource. This should be followed by formal nomination of the historic resources to the NRHP and/or Monroe County Landmarks Register. Table 5 lists the recommended historic landmarks evaluated during the 2003 survey, along with their FSMF number, address, and the applicable National Register (NRHP) and/or Monroe County Landmarks Criteria.

Table 5
Historic Resources in Unincorporated Monroe County Eligible for Listing in the National Register of Historic Places and/or as Monroe County Landmarks

MSF NUMBER	NAME	NRHP/MONROE COUNTY CRITERIA
MO00228	Bat Tower (NRHP-Listed but need to nominate as Monroe County Landmark)	A
MO01302	"African Queen" (NRHP-Listed but need to nominate as Monroe County Landmark)	A
MO01469	Jewish Creek Bridge	A, C
MO01483	Knight's Key Bridge Rest Stop	A, C
MO01484	Spanish Harbor Channel Bridge	A, C
MO01485	Water Metering Station	C
MO01982	Methodist Parsonage	A
MO01986	Geiger Packing House	A
MO01992	Red Cross House	C
MO01993	Alice Lowe House	C
MO01995	Tavernier Methodist Church	A, C
MO01996	Tavernier Hotel, Copper Kettle, Tea Room, and Old Gas Station	A
MO01997	Merlin Albury House	C
MO01998	Old Tavernier Post Office	A, C
MO01999	Willard Albury House	C
MO02000	J. V. Albury House	C
MO02003	Allen House	C
MO02008	120 Tavernier Drive	C
MO02009	Charles Albury House	C
MO02010	Wilkinson House	C
MO02011	136 Tavernier Drive	C
MO02012	Woods House	C
MO02083	Sawyer House	C
MO02084	Old Key Largo School Moose Lodge	A
MO02085	Allen Chapel	A
MO03648	Lowe House	C
MO03652	Old Tavernier School	C
MO03682	Key Largo Angler's Club	A, C
MO03691	Caribbean Club	A, C
MO03692	Key Largo Lodge	C
MO03711	Hodgeman House, Conch Key	C
MO03759	Mangrove Mama's	C
MO03783	5158 Overseas Highway	C
MO03810	Big Coppitt 1 st Baptist Church	C
MO03811	Garage	C
MO03820	Bobalu's Southern Café	C
MO03833	Key West Kennel Club Track	A

HISTORIC DISTRICTS IN UNINCORPORATED MONROE COUNTY

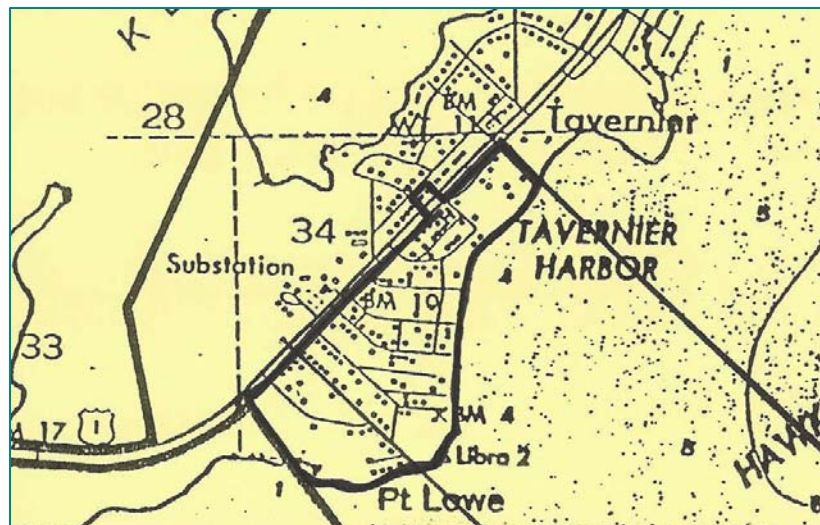
GAI evaluated the newly and previously surveyed historic resources in the Monroe County Buildings Survey project area as contributing resources in 4 proposed historic districts 1) eligible for listing in the National Register and/or 2) eligible for designation as Monroe County Historic Districts. Preliminary boundaries for these four historic districts are shown below. Establishing boundaries for these historic districts in

Monroe County took into consideration such factors as distribution of historic resources; natural boundaries such as waterways; man-made boundaries such as streets and roads; and most importantly, the ability of a district to convey the feeling of a coherent historic area, undiluted by the intrusion of significant numbers of modern buildings or features.

GAI recommends an intensive survey of the four proposed historic districts to supplement the existing the historic background research, establish definitive boundaries based on legal boundaries, and to provide an inventory of historic and non-historic resources within the district boundaries. These four historic districts are recommended eligible for listing in the National Register of Historic Places and are also eligible for designation as Monroe County Historic Districts.

1. Tavernier Historic District. The Tavernier Historic District is located in southern Key Largo, just north of Tavernier Creek. The district is bounded on the south and east by water. U S Route 1 (Overseas Highway) forms its northwestern boundary, although the boundary line also includes the Lowe House at (MO-3648) which is located on the northwest side of US Route 1. The Tavernier Historic District is already recognized as a *de facto* historic district by Monroe County, which has designated it as an historic overlay district. In addition, there are a number of individual buildings within the proposed historic district boundaries that have already been designated individual Monroe County Historic Landmarks. However, a Tavernier Historic District has never been formally designated by the Monroe Historic Preservation Commission or the Monroe County Commissioners. The Tavernier Historic District consists of approximately 60 contributing historic resources built between the early 1920s and the 1950s.

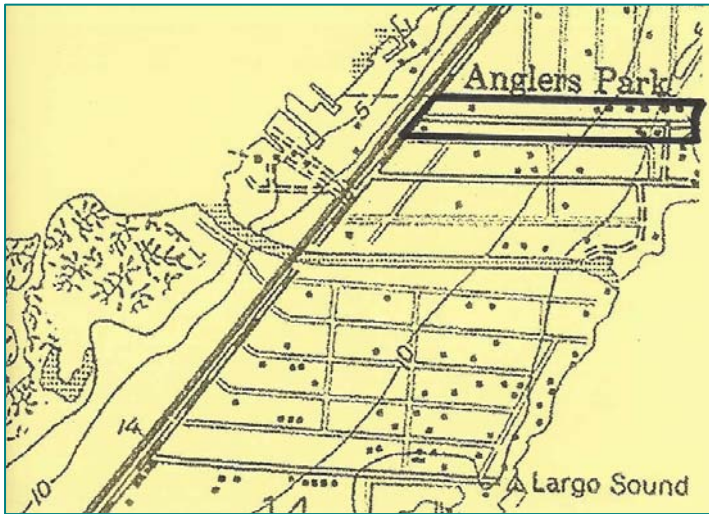
*Figure 4 Proposed
Boundaries for Tavernier
Historic District
Source: USGS Map, Key
Largo Quadrangle*



The Tavernier Historic District is significant under Criterion A for its association with the growth of Key Largo and Monroe County after the construction of the FEC Railroad in 1912 and the Overseas Highway in the 1920s. The mostly residential district contains a small historic commercial section along Overseas Highway, as well as a community church. The Tavernier Historic District also is significant under Criterion C for its significant collection of well-preserved examples of Frame Vernacular and Masonry Vernacular architecture from the 1920-1953 period. The historic district boundaries include an area

on the south, near Point Lowe that is significant for containing the site of an old cistern and of an historic ball field.

2. Oceana Road Historic District. The Oceana Road Historic District is located in the Oceana Subdivision, along both sides of Oceana Road, which runs between US Route 1 (Overseas Highway) on the west and Largo Sound on the east. The historic district consists of approximately 7 contributing Frame Vernacular and Masonry Vernacular houses dating from the late 1920s to the 1940s and is significant under National Register Criterion C. More research should be conducted on the history of this subdivision and its possible significance under Criterion A. The Oceana Road Historic District is anchored



on the east by Key Largo Lodge (MO-3692), an all-coral rock house built in 1924 in a Gothic castle design. Key Largo Lodge is also eligible for individual listing in the National Register under Criterion C.

Figure 5 Boundaries for Oceana Road Historic District

Source: USGS Map, Blackwater Sound Quadrangle

3. Conch Key Historic District. The Conch Key Historic District consists of approximately 14 contributing resources located on Conch Key, located on the northwest side of US Route 1 (Overseas Highway). The historic district is bounded on three sides by water and is accessed by a single-lane road from US 1. The proposed Conch Key Historic District contains examples of Frame Vernacular, Box, Masonry Vernacular, and Bungalow residential architecture from the 1920s, 1930s, and 1940s and is one of the few cohesive intact groupings of pre-1953 residential architecture in unincorporated Monroe County. The Conch Key Historic District is significant under National Register Criterion C and retains a high level of integrity. One building, the Hodgeman House, already has been designated a Monroe County Landmark and is eligible for individual nomination to the National Register.

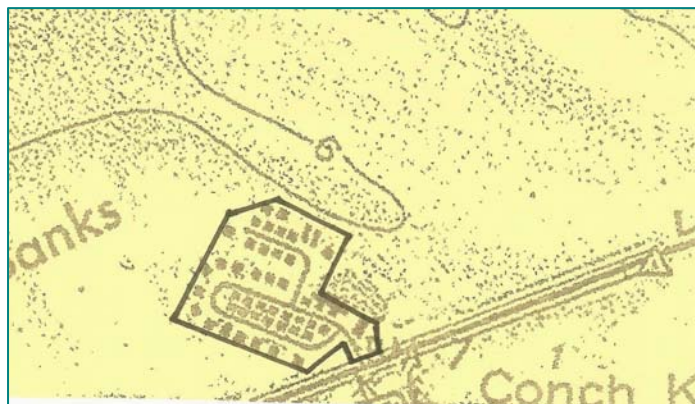


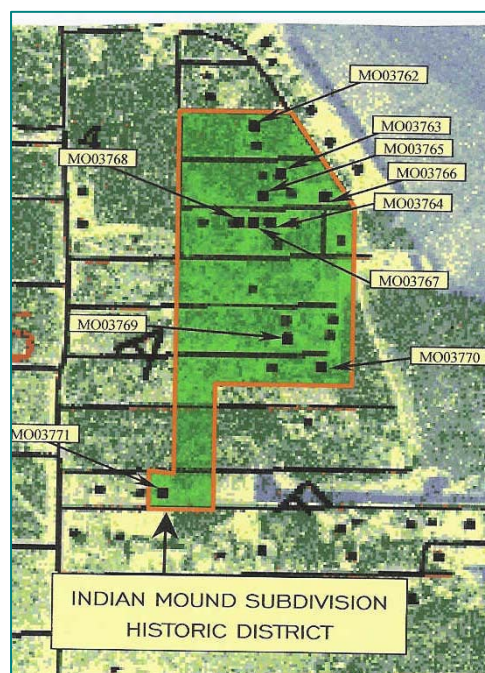
Figure 6 Boundaries for Conch Key Historic District

Source: USGS Map, Grassy Key

Quadrangle

4. **Indian Mound Subdivision Historic District.** The proposed Indian Mound Subdivision Historic District is located on Sugarloaf Key, west of Overseas Highway. The historic district consists of 11 contributing historic resources located on Navajo Street, Indian Mound Drive, Mayan Street, Aztec Street, Tequesta Street, and Seminole Street. The Indian Mound Historic District contains examples of Frame Vernacular architecture from the late 1930s and 1940s. Further investigation is warranted on the history of this subdivision and its early homeowners.

Figure 7 Boundaries for Indian Mound Subdivision Historic District. Source: USGA Map, Sugarloaf Key Quadrangle



5. **Historic Resources of the Overseas Highway.** Based on the 2003 survey, GAI identified 23 highway bridges, two coral-rock rest stops, and Veteran's Memorial Park that can be considered part of a Multiple Property Resource (Table 6). The highway bridges include three former FEC railroad bridges already listed in the National Register and as Monroe County Landmarks. In addition, there are several former railroad bridges that were retrofitted for vehicular use in 1938-1943, as well as concrete highway bridges completed in 1943 as part of the Overseas Highway's modernization program. The coral rock rest stops were completed in 1938, possibly by the WPA. Veteran's Memorial Park dates from the 1950s. The Overseas Highway Multiple Property is significant under Criterion A for its association with the transportation history of Monroe County. The FEC railroad bridges are the most important remaining structures associated with the FEC Railroad in the Florida Keys. After the 1935 hurricane, these were retrofitted for vehicular use and modern highway bridges were built by 1943 to replace several older wooden bridges. The Overseas Highway is significant for connecting the Florida Keys to the mainland and encouraging automobile-based tourism beginning in the late 1930s.

Table 6
Historic Resources of the Overseas Highway

MSF NUMBER	NAME
MO01229	Long Key Bridge
MO01230	Knight's Key (7-Mile) Bridge
MO01231	Bahia Honda Bridge
MO01484	Spanish Harbor Channel Bridge Rest Stop

MO03951		Rockland Channel Bridge
MO03952		Shark Channel Bridge
MO03953		Saddlebunch # 5 Bridge
MO03954		Saddlebunch #4 Bridge
MO03955		Saddlebunch #3 Bridge
MO03956		Saddlebunch #2 Bridge
MO03957		Lower Sugarloaf Channel Bridge
MO03958		Park Channel Bridge
MO03959		Bow Channel Bridge
MO03960		Kemp Channel Bridge
MO03961		Niles Channel Bridge
MO03962		South Pine Channel Bridge
MO03963		Ohio-Bahia Honda Bridge
MO03964		Ohio-Missouri Bridge
MO03965		Little Duck-Missouri Bridge
MO03966		Tom's Harbor Channel Bridge
MO03967		Tom's Harbor Cut Bridge
MO03968		Channel # 5 Bridge
MO03476		Channel #2 Viaduct
MO02708		Veteran's Memorial Park

SECTION VIII CONCLUSIONS AND RECOMMENDATIONS

SUMMARY AND CONCLUSIONS

Between March and June 2003 GAI Consultants (GAI) conducted the Monroe County Buildings Survey within the unincorporated areas of Monroe County for the Historic Florida Keys Foundation and the Monroe County Department of Planning. GAI's background research included a review of previous Monroe County architectural and archeological surveys, published histories of Monroe County, web sites on Monroe County history, National Register nominations for historic resources in Monroe County, informant interviews, and historic maps and photographs. The GAI survey resulted in the completion of FMSF forms and photographs for 288 newly surveyed properties and 45 survey updates. GAI also produced GIS maps of the 333 surveyed historic resources. The survey resulted in an illustrated historic context for Monroe County's architectural resources. GAI evaluated the 333 surveyed properties for individual listing in the National Register of Historic Places (NRHP) and for designation as Monroe County Historic Landmarks. GAI also evaluated the surveyed properties as contributing resources in one or more historic districts eligible for the NRHP or as Monroe County Historic Districts.

RECOMMENDATIONS

1. Integrate the 333 FMSF forms and photographs of the Monroe County Buildings Survey with the files of previously surveyed historic resources at the HFKE headquarters in Key West, Islamorada Branch of the Monroe County Library, the Tavernier Historic Group, and the Monroe County Planning Department where they should be made available for review and copying by the general public.
2. Fund an intensive survey of the individual historic resources, 4 historic districts, and 1 multiple resource group eligible for listing in the National Register and/or as Monroe County Landmarks. The intensive survey should include a complete exterior and interior description of eligible and contributing buildings, extensive background research to establish definite dates of construction and ownership history, and establishment of historic property boundaries. Following the intensive survey, the HFKE and/or Monroe County should pursue nomination of the eligible historic resources to the National Register and/or as Monroe County Landmarks.
3. Fund a comprehensive professional update of historic architectural resources in unincorporated Monroe County every 5 to 8 years. The 2003 Monroe County Buildings Survey was the first such survey conducted in the Florida Keys since 1983. An increasing numbers of buildings will reach the 50-year threshold for survey in the next few years, necessitating architectural surveys more frequently than every 20 years.
4. Designate two National Register-listed resources: the "African Queen" and the Perky Bat Tower as Monroe County Historic Landmarks.
5. Fund a survey of historic roads in Monroe County, including the original road trace of the Overseas Highway (1922-1938) before it was rerouted in 1938-1943 and widened in the 1980s. This survey would include above-ground and

- archeological remains of the historic ferry crossings, toll booths, roadside architecture, and signage, if extant.
6. Establish a Monroe County Historic Marker program to identify Monroe County Historic Landmarks from the road. The roadway markers should be keyed to a revised roadway guide to historic resources in the Florida Keys similar to *A Brief Historic Guide—Florida Keys and Key West*, published by the Historic Florida Keys Foundation.
 7. Work with the Florida Department of Transportation (FDOT) to fully restore the 23 historic Overseas Highway Bridges, and integrate them into an intermodal transportation network that includes bicycle and hiking trails and that recognizes their collective historic significance.
 8. Conduct a comprehensive review of the Monroe County Historic Preservation Ordinance to establish if it is still effectively safeguarding Monroe County's historic resources. Specifically, the ordinance should be strengthened to allow for landmark designation without owner consent; should establish a less cumbersome procedure for nomination of historic districts and multiple property submissions; should mandate more frequent architectural surveys of historic resources; should establish financial incentives for historic preservation of privately owned historic properties; should eliminate existing provisions that allow an owner of a designated landmark to seek removal of his/her property from the list of Monroe County Landmarks; and should mandate an evaluation of the effects to historic resources from Monroe County-financed undertakings similar to provisions of Section 106 of the national Historic Preservation Act.
 9. Monroe County presently has a 10-year tax abatement program for improvements made to designated historic properties in the county. Monroe County should amend its ordinance to allow 10-year tax abatements to designated properties, whether or not they are being improved or rehabilitated. This would encourage designation of many more historic resources in Monroe County whose owners may previously have seen no financial incentive for doing so.
 10. Develop and adopt historic architectural design guidelines for use by historic property owners and by owners of contributing properties designated Monroe County Historic Districts. Such design guidelines have already been written for the City of Key West and can serve as a partial model for Monroe County's architectural design guidelines. These guidelines should be tailored to the specific architectural styles and characteristics of Monroe County's historic resources and should be developed with input from Monroe County residents and property owners.
 11. Because public education should be a continuing goal of historic preservation in Monroe County, this Final Report and its recommendations should be made available for public inspection on-line from the Monroe County web site. Although copies of the report and survey files were made for the Islamorada Library, additional copies should be distributed to public libraries in Key Largo, Big Pine Key, and Marathon.

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APPENDIX A

THE NATIONAL REGISTER CRITERIA FOR EVALUATION

NATIONAL REGISTER CRITERIA FOR EVALUATION

- Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Properties that are associated with the lives of persons significant in our past.
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria Considerations (Exceptions)

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years *shall not be considered eligible* for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or
- D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.

APPENDIX B

SELECTIONS FROM MONROE COUNTY
PRESERVATION ORDINANCE